

# LESLIE'S WEEKLY

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## THE LAST AND BEST PHOTOGRAPH OF POPE LEO XIII.

HIS HOLINESS, WHOSE FAMILY NAME WAS GIOVACCHIO PECCI, WAS BORN IN CARPINETO, ITALY, MARCH 20, 1810; WHEN HE WAS TWENTY-FIVE HE WAS ORDAINED A PRIEST, AND IN 1837 NAMED A CHAPLAIN TO POPE GREGORY XVI.; A FEW YEARS LATER HE WAS PAPAL NUNZIO TO BELGIUM; IN 1846 HE BECAME BISHOP OF PERUGIA; THIRTY-TWO YEARS LATER HE WAS ELECTED POPE.



# LESLIE'S WEEKLY

THE OLDEST ILLUSTRATED WEEKLY IN THE UNITED STATES

THE TWENTIETH CENTURY RECORD OF CURRENT EVENTS

Vol. XXVII. No. 2496

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## NOTICE TO THE PUBLIC.

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LESLIE'S WEEKLY should always be asked to pro-  
duce credentials. This will prevent imposition.

Thursday, July 9, 1903

## What Is the Negro's Future?

WE FAIL to agree with the views expressed by Senator Simmons, of North Carolina, in a recent after-dinner address in New York on the industrial future of the negro race. In the Senator's opinion it is a grave mistake to encourage the negroes in the belief that they may enter the ranks of skilled labor and compete with white men in the shop, the mill, and the factory. He deprecates what he calls the "noisy propaganda for negro industrial education," and declares it to be his conviction that the negro can "best work out his destiny, whatever that is to be, upon the farm," and it is in this direction alone that his mind and energies should now be directed.

These views are narrow, short-sighted, and utterly impracticable. If the plan advocated were possible of execution it would work a serious and irreparable injury to the South. Considering the fact that the vast majority of the negroes in the United States are residents of the Southern States, constituting the class of labor upon which Southern industry of all kinds must chiefly depend, what would the Senator's proposition that the negro confine himself to agriculture mean? Does he want to have the South where it was before the war, purely an agricultural country, like Ireland and Egypt? Does he not know that every agricultural country is a poor country; that it is manufactures that make a people rich? England has little agricultural land and it is the wealthiest of all nations.

Does the South want only skilled white labor? Let it look over the North and see what organized white labor has done for our industries. Does it realize that the development of the cotton manufacture in the South is attracting Northern capital from Lowell and from all our other cotton centres, and that the developing iron and steel trade of the South is doing the same thing and making Birmingham a rival of Pittsburgh? Would Senator Simmons shut the door against the agencies and influences at work to develop Southern resources as they have never been developed before, to diversify its industries and place them on a more independent basis? If development along these lines can go on, if the mines, the mills, and factories of the new South can be equipped with sufficient labor without the negro, then, we must confess, we do not understand the situation.

It is doubtless true that it would be greatly to the advantage of the negro in the South and elsewhere, and to the country at large, if he would turn his attention more to agriculture than he has yet done, and abandon the shiftless and improvident courses which his race has been inclined to follow in the cities and towns. The industrial institute at Tuskegee lays its chief emphasis upon training for agricultural pursuits, and it is wise in so doing. But to declare, as Senator Simmons does, that "forty acres and a mule" should bound the industrial ambitions of the negro, is to declare a policy that is neither humane and statesman-like nor in conformity with the natural and inevitable development of any branch of the human family.

The fundamental error in Senator Simmons's reasoning lies in the assumption that the Anglo-Saxon race has certain inherent qualities which make it essentially superior to all other races on the face of the earth, enabling it to direct the destinies of the less favored branches of mankind, to differentiate between them and assign to each its proper metes and bounds. This assumption is extremely flattering to our pride, but ethnological science and the course of the world's history do not entirely support it. It is not, in fact, a safe assumption on which to found a policy of industrial development for the future. The wonderful rise and progress of the Japanese, a Mongolian race, during the past fifty years, a progress unprecedented in human history, might be cited to show the danger of being too dogmatic in this matter of Anglo-Saxon superiority and racial supremacy. He must be a prophet with a larger and clearer vision than Senator Simmons evidently possesses to declare with any degree of certainty the exact future of the negro, and the precise lines along which his development must proceed through all time to come.

"Forever" is a great and a solemn word, and it is only the theologian and not the political prophet nor the industrial economist who may use it with glib indiscriminate. Without falling into dogmatism ourselves, we may declare with absolute assurance that the future activities of the negro will not be confined to mules or farms. An attempt to impose such limitations upon him would be as vain and impracticable as colonization and deportation. The precise range which his activities shall take we do not undertake to say, nor do we believe it lies within human wisdom to predicate that. The only reasonable assumption is, that in the future they will range over the same fields of thought and endeavor that the Almighty has opened to every child of His creation, to every branch of the great human brotherhood.

## Mr. Carnegie on Profit-sharing.

NO CONTRIBUTION has been made to the discussion of the relations of capital and labor so full of practical and helpful suggestion, it seems to us, as the inaugural address recently delivered by Mr. Andrew Carnegie before the British Iron and Steel Institute. While the profit-sharing principles and plan which Mr. Carnegie described and advocated have long been a recognized feature in a limited number of industrial enterprises, he suggested several new and important amendments to the plan worthy of the most serious consideration. As Mr. Carnegie put it, "the workman's investment should never be at risk, for if his thoughts are upon the Stock Exchange they cannot be upon the machinery; for machinery, like art, is a jealous mistress, brooking no rival claimant to its absorbing demands."

But since, in his opinion, the policy of "every workman a shareholder" would end most of the conflicts between capital and labor, Mr. Carnegie thinks that every corporation could well afford to distribute a proportion of its stock among its saving employees, "and in case of disaster" give preference to repayment of principal as a "first charge," and after the analogy of the mechanic's lien and homestead exemption laws. This is due to the workman not only because he lacks business knowledge and buys his interest in the corporation on trust, but also because he is asked to make such an investment at least as much for the advantage of his employer as for his own advantage. The employer, therefore, is not a disinterested party; he establishes a moral claim against himself, and that moral claim ought to be made binding in law.

One great objection to the introduction of the profit-sharing method on the part of many employers has been the annoyance, confusion, and loss made possible by a too wide distribution of authority among employees, who are also shareholders and partners, and by the liberty they might have of withdrawing their investments at any and at all times, as caprice or self-interest might dictate. Under Mr. Carnegie's improved methods both of these points are carefully guarded against by certain simple provisions ingeniously contrived to preserve the partnership idea, and along with it that financial stability and concentration of authority absolutely necessary to the success of any business enterprise. The shares allotted are to be gradually paid for out of the surplus profits of the business, the subordinate partners receiving only their salaries until the payments are complete. Even then the partners are not allowed to transfer their interests to absentee investors, but must sell to their associates at cost price if they retire from the concern.

Aside from these special suggestions as to improved methods, Mr. Carnegie's address was timely and extremely valuable because of the emphasis he laid upon the establishment of a mutuality of interest between employers and employees as offering the best and most practicable solution of labor difficulties generally.

## Strengthening the Civil Service.

DESPITE THE bitter opposition of strong political partisans, the civil-service reform idea continues to grow. A recent decision of the Court of Appeals of the State of New York is perhaps the most important ever rendered in this commonwealth in connection with the subject. The State Civil-service Commission refused to consent to the classification of certain alleged "confidential" employees in the offices of the sheriff and register of Kings County, in the exempt or non-competitive class. The matter was taken to the courts, and the final decision is a victory of the first importance for civil-service reform. The Court of Appeals holds that the constitution and law, having vested the power to classify positions in the civil service in the State commission, the courts have no right to intervene by mandamus or certiorari to change classifications thus made. The decision goes still further and holds that, because a position is "confidential," it need not be exempt if it is practicable to fill it by a competitive examination. The importance of this decision lies in the fact that it settles, we trust forever, one of the strongest contentions of those who have opposed the civil-service law. The decision affects a large number of similar cases in different parts of the State. Concurrent with the action of the Court of Appeals comes the veto by Governor Odell of an absurd bill, called the Remsen bill, which sought to give preference in appointment and promotion to veteran volunteer firemen. The existing law properly gives preference to the veterans of the Civil War, and there has been grave doubt whether even such a preference is altogether in accord with the spirit of the reform movement. Governor Odell evidently believes in widening

the scope and power of the State commission and strengthening the statute; his veto, therefore, is regarded with great satisfaction by all the friends of civil-service reform.

## The Plain Truth.

THE FERVID and eloquent plea made by Judge Speer, of Georgia, in his commencement address at Emory College, in favor of placing a statue of General Robert E. Lee in the national capital, will be indorsed by many loyal and broad-minded men throughout the North. Nothing but a narrow and unreasoning spirit of sectionalism would deny to Virginia the privilege of thus honoring and perpetuating the memory of one of her noblest and most illustrious sons. It is in vain to talk about exercising charity and forgiveness for the past, about clasping hands over the dead and buried issues of other years, if we fail when a specific opportunity offers like this to practice what we preach and let our deeds be as good as our words.

ANOTHER, AND it may be hoped the last, of the stupid and impracticable rulings of the Post-office Department appears in the order that after October 1st matter mailed within the United States shall not be accepted if it bears United States stamps overprinted "Philippine," and, conversely, that matter mailed in the islands shall be refused if it bears the ordinary United States stamps without the same "surcharge." It is as difficult to see any sense in this ruling as it was to discover it in that absurd and puerile regulation about the use of torn stamps. Not one person in a hundred thousand would be likely to make the mistake of using a Philippine stamp in the way indicated, and since the cost is exactly the same, what difference would it make to the government anyway? It would lose nothing by the operation. The only possible effect the order can have will be to confuse and inconvenience the public to some extent, and the department might far better, just now at least, exercise its energies in some other direction.

THE NARROW and impracticable view recently expressed favoring the rejection of gifts to colleges and other institutions from men who have made their money from so-called trusts, received a fitting rebuke from Chancellor Day, of Syracuse University, in his baccalaureate sermon at the recent commencement. If the argument on which this objection rests were carried to its logical conclusion, and all gifts of money for good purposes rejected because of some remote, accidental, or fancied wrong-doing connected with the source of the beneficence, but few philanthropic causes in the world would be able to exist at all. This does not mean that the money admittedly derived from fraud, thievery, or other positively criminal methods should be accepted and welcomed for any purpose, but it does mean the exercise of common sense in these matters of giving, and a recognition of the fact that with the complexities of modern business it is impossible to fix the exact responsibility for every dollar earned, and utterly absurd to discriminate against the gifts of this or that man because he happens to be connected with a business enterprise of larger dimensions and with larger profits than some other. Money derived from a trust may be "tainted" in some instances; in the vast majority of instances it is as honestly gained as any other money. We know of no one who can be infallible on this point, except the writers and orators of anarchism.

WE SUPPOSE that it will be generally conceded by trades-unionists and other workingmen that Mr. Clarence S. Darrow, of Chicago, is one of their truest, ablest, and best representatives. It was Mr. Darrow who declined to accept the nomination for mayor on the Socialist ticket in the recent municipal campaign in Chicago, on the sensible ground that he could do more for the cause he represents in the Illinois Legislature, of which he is a member, than he could as mayor of Chicago, if elected. Mr. Darrow was associated with Mr. Henry D. Lloyd as counsel for the coal miners before the anthracite strike commission, and made an excellent impression while acting in that capacity. All this adds force and significance to the remarks made by Mr. Darrow a few days ago in the course of an address on "The Perils of Trade Unionism." The greatest of these perils, in the opinion of the speaker, has resulted from the rapid growth of trade-unionism, whereby a large number of men have been drawn into the labor organizations who are ignorant of their true aims and fundamental principles, and who have failed to "recognize the relation that trade-unionism bears to general progress and who, therefore, have narrow views as to its management, control, and use." We have no doubt that in this frank acknowledgement Mr. Darrow has put his finger upon one of the weakest spots in trade-unionism at the present time, and the source of most of the abuses of it under which the country is now suffering. No rational person can object to trade-unionism *per se*, but every right-minded man must rejoice, rather, at every movement that makes distinctly for the betterment and general uplift of the working classes. The features of trade-unionism which are hurtful and obnoxious arise, as Mr. Darrow says, from a tendency to "ignore political and ethical questions of industry and government," and they who combat and seek to overcome these abuses, and not those who minimize them or deny their existence, are the best friends of the laboring man.



## PEOPLE TALKED ABOUT

POLITICAL GOSSIP has connected the name of the Hon. William H. Taft, the first civil Governor of



GOVERNOR WILLIAM H. TAFT,  
Who is mentioned as a probable successor  
to Chief Justice Fuller.—Landy.

the Philippines, with several exalted positions here in the home land, one report having it that President Roosevelt will select him as his running mate on the presidential ticket next year; and from another, and more reliable source, the statement comes that it is the President's intention to appoint the Philippine jurist and administrator to the Supreme Court bench as successor to Chief Justice Fuller, who is expected to retire under the age limitation this fall. While there can be no question that Governor Taft would fill either one of these positions with conspicuous credit, his training and experience have fitted him more especially for the judiciary, and besides that, the chief justiceship of the highest court in the United States, a life appointment, would be far more desirable from every point of view than the brief and relatively unimportant post of second fiddle in the Federal administration. Governor Taft was a United States Circuit judge when he was selected in 1900 as president of the Philippine commission, and had held other important and high judicial positions before that. Governor Taft himself has yet to be heard from in regard to these proposed preferments, and it is not unlikely that he might reject both of them if offered, as he did an offer of a similar kind last year, on the ground that a higher duty requires that he should remain at his post in the Philippines. As the chief representative of our government in these islands, Governor Taft has won for himself brilliant and enduring fame as a wise, just, clear-headed, and high-minded administrator. These qualities appear at their best in his latest report to the War Department concerning the agricultural situation in the islands, a report in which he quietly sets at rest some of the foolish exaggerations of the want and suffering among the natives, and demonstrates the ability of the Philippine government to cope with such difficulties as actually exist.

IN HIS admirable address to the students of Park College, delivered in connection with their recent commencement exercises, the Rev. Dr. Henry van Dyke very happily urged upon the young men the great need of deciding not only what they intend to do, but what they intend to do it for. In closing, he gave the young people this valuable thought in verse:

"Life is an arrow; therefore we must know  
What mark to aim at, how to wield the bow;  
Then draw it to the head and let it go!"

ALTHOUGH JUSTICE HARLAN, of the United States Supreme Court, has reached what some have been pleased to call the "dead line" of active life, being now just three-score and ten, he does not propose to recognize that arbitrary limitation, but will continue his duties on the bench for an indefinite time. He sees no apparent reason why he should retire, since he enjoys excellent health and is apparently no older than he was twenty years ago. He walks from Washington to the Chevy Chase Club, a good seven miles, to play his frequent game of golf, and he seldom rides to or from the sessions of the court. Probably his fine physical condition is due to his excellent habits.

YOUNG PRINCE MIRKO of Montenegro, who, before the election of Peter Karagevitch as



PRINCE MIRKO,  
Montenegro, who may yet succeed King  
Peter on the Servian throne.

King, was mentioned as a probable candidate for the Servian throne, is still regarded by many as in the line of succession to that position. Mirko is the second son of Prince Nicholas of Montenegro, and brother-in-law of the new King Peter. He is commandant of the Montenegrin army and is extremely popular with all his soldiers, who never hesitate to show their affection in the most naïve manner. Every day he takes his officers out for a drill on the rocky mountain-sides, and in the evening he sits with his chiefs about the huge fireplace in the palace, consulting his father and talking with his men over the events of the day in the most democratic fashion. This evening symposium ends with music and singing, in which the

whole patriarchal family take part. Prince Mirko, as well as his eight brothers and sisters, has been educated in Russia, but the gayeties of town life have never appealed to him, and he is always glad to get back to his own country. He is a crack shot, a splendid swordsman, a fine linguist, and a born leader of men. With the growing rapprochement between Italy, Russia, and Montenegro and the pan-Slav aspirations of the Montenegrins, looking to a union between Montenegro and the Servian fatherland, with the Montenegrin dynasty at the head, Prince Mirko may yet play a notable part in the stirring Servian drama.

AT THE recent dinner of the Alumni Club of Union Theological Seminary, the Rev. Edward C. Moore, D.D., of the Harvard Divinity School, speaking of the religious outlook, declared that there is a thousand times more religion in Wall Street and other business centres, and a thousand times more nobility and kind-heartedness, than men ever think of: "There never was a time," he said, "when men were more willing to help and work for their fellow-men, or showed a deeper, a greater consideration for them than at the present time." It is well to have this testimony from such a source when the disposition is rife in many quarters to rail at men of wealth indiscriminately.

IT IS NOT the pecuniary recompense, acceptable as that doubtless will be, but the honor and distinction going with success in such a competition, that has given the rarest satisfaction to the friends of Miss Elsie Ward, the young Western artist, who won the \$2,600 prize offered by the National Woman's Christian Temperance Union, for the best design for a drinking fountain, symbolizing the work of the organization, to be erected at the St. Louis exposition. The prize-winning design is a draped figure of a woman,



MISS ELSIE WARD,  
The young sculptor, and her model for the Woman's Christian Temperance Union world's fair fountain.—Herbert.

typifying purity, with a child clasped in her arms, which she is carrying along the path of temperance and righteousness. Miss Ward is a native of Harvard County, Missouri, and has shown a love of art from her earliest childhood. She was graduated at a public school in Denver, Col., and came to New York to enter the Art Students' League. In 1898 she was the first in three modeling classes, one of women and two mostly of men. St. Gaudens was her instructor. After a three-year course she went to Paris for a year. Returning, she spent a winter working in St. Gaudens's studio in Windsor, Vt. She has now made New York her headquarters.

IN THE PERSON of Professor Leong Kai Chui, we have now in this country that rare thing, a genuine Chinese "reformer," who has actually done some "reforming," and still keeps his head on his shoulders. Professor Leong is vice-president of the Chinese Empire Reform Association, an organization which now claims a membership of 3,000,000, with branches in all parts of the empire, and also in many other countries, including America. The association has been conducting a vigorous propaganda for several years, its chief aim being the promotion of modern ideas concerning education, politics, government, and industry among the Chinese people. Up to the time of the Boxer outbreak the leaders of this movement were bitterly opposed by the Chinese Empress and her party, and the chief reason why Professor Leong has not felt the axe in disguise, for a number of years. Leong has actually been engaged in reform work since his early youth, and has been so successful that he has now established in Japan a college at Tokio and schools at Yokohama and Kobe. To these schools about twelve hundred students have come from different parts of China. Professor Leong also prints a paper at Yokohama which, although forbidden entrance into China, nevertheless has

an enormous circulation throughout the empire. Besides all this work this remarkable young man has written many books. One of these is a history of China in twenty-six volumes. There are in this huge book 1,000 chapters, each containing from seven thousand to thirty thousand words.

STORIES which have been going the rounds of the daily press concerning the gastronomic feats of

Dr. H. L. Bonner, of Marion, Ohio, have savored so strongly of Munchausen, the classic prevaricator, that we have been loath to believe them; but careful inquiry into the case on our own part has convinced us beyond a doubt that the most amazing of these reports are literally true, and that in Dr. Bonner Ohio can boast of a man who can



DR. H. L. BONNER,  
An Ohio physician, who is the champion eater  
of the age.

stow away more food in his interior department at a single sitting than any other man living. It is strictly, though we can hardly say painfully, true that Dr. Bonner has been known to eat twenty-five pounds of grapes between meals of an afternoon, and thinks no more of treating himself to a whole bunch of bananas when he feels that way, or incidentally making away with a crate of strawberries or a basket of peaches, than an ordinary person would think of making two bites of a cherry. And when the doctor really gets down to business at a regular meal his bill-of-fare generally runs about as follows: One five-pound steak smothered in onions, four dozen hard-boiled eggs, eighteen boiled potatoes, a quart can of tomatoes, two or three pies, and from six to nine glasses of milk to fill in the chinks. Often when the doctor comes home late of a winter night after a long, hard drive, he will take a "few light refreshments" before retiring in the shape of a four-pound steak, fifty-six hard-boiled eggs, three and one-half pumpkin pies and a gallon of milk, and we have it as the direct testimony of a personal friend that Dr. Bonner never had the nightmare in his life. This same friend tells us of a chance acquaintance of the doctor's who happened to meet him on the street one day about noon and invited him into a restaurant to luncheon. The doctor suggested that it had better be a "Dutch treat," but his new friend objected to that and asked what he would have. The doctor said that if it was "all the same," he would take a five-pound steak smothered in mushrooms to begin with, and after that he "wouldn't mind" having three dozen fried eggs, a can or two of tomatoes, a dozen cucumbers, and such little side-dishes as there were on the bill. The acquaintance thought the doctor was putting up a bluff, but he ordered two five-pound steaks, the eggs, and the other things on the list. After the order was served, the friend engaged in conversation with a gentleman passing by and turned his back to the table, whereupon the doctor, just for a joke, cleared off everything, so that when his host was ready for his meal there was nothing left but the toothpicks. The host's remarks on this occasion are discreetly left to the imagination. It would be wholly unjust to Dr. Bonner to close this account of his extraordinary achievements at the table without stating, in all seriousness, that he is by no means a glutton, or a man who cares to pose as a great eater. On the contrary, he is a refined gentleman, a graduate of Edinburgh College, a lover of art and literature, and a successful and highly-respected physician. Nature seems to have endowed him with an abnormal capacity for food, and he only eats what he craves and what he needs, as other men do. He is a well-proportioned man, his weight being 220 pounds, and his age sixty-three years.

A RECENT marriage ceremony that brought together the *creme de la creme* of English society

was that of Lady Sybil Primrose, eldest daughter of the Earl of Rosebery, to Lieutenant Grant of the Cold Stream Guards, a son of Sir Robert Grant. Lord Rosebery gave away his daughter, who was attended by eight bridesmaids, including Miss Muriel White, wearing the earl's racing colors, primrose and pink. The display of presents has rarely been equaled.

King Edward, Queen Alexandra, the Prince and Princess of Wales, and other members of the royal family sent diamond bracelets or brooches. Lord Rosebery's gift amounted to a large fortune in diamond and pearl tiaras, necklaces, sprays, bracelets, etc. The Rothschilds sent the bride numerous costly jewels.



LADY SYBIL PRIMROSE,  
Daughter of the Earl of Rosebery, recently  
married.

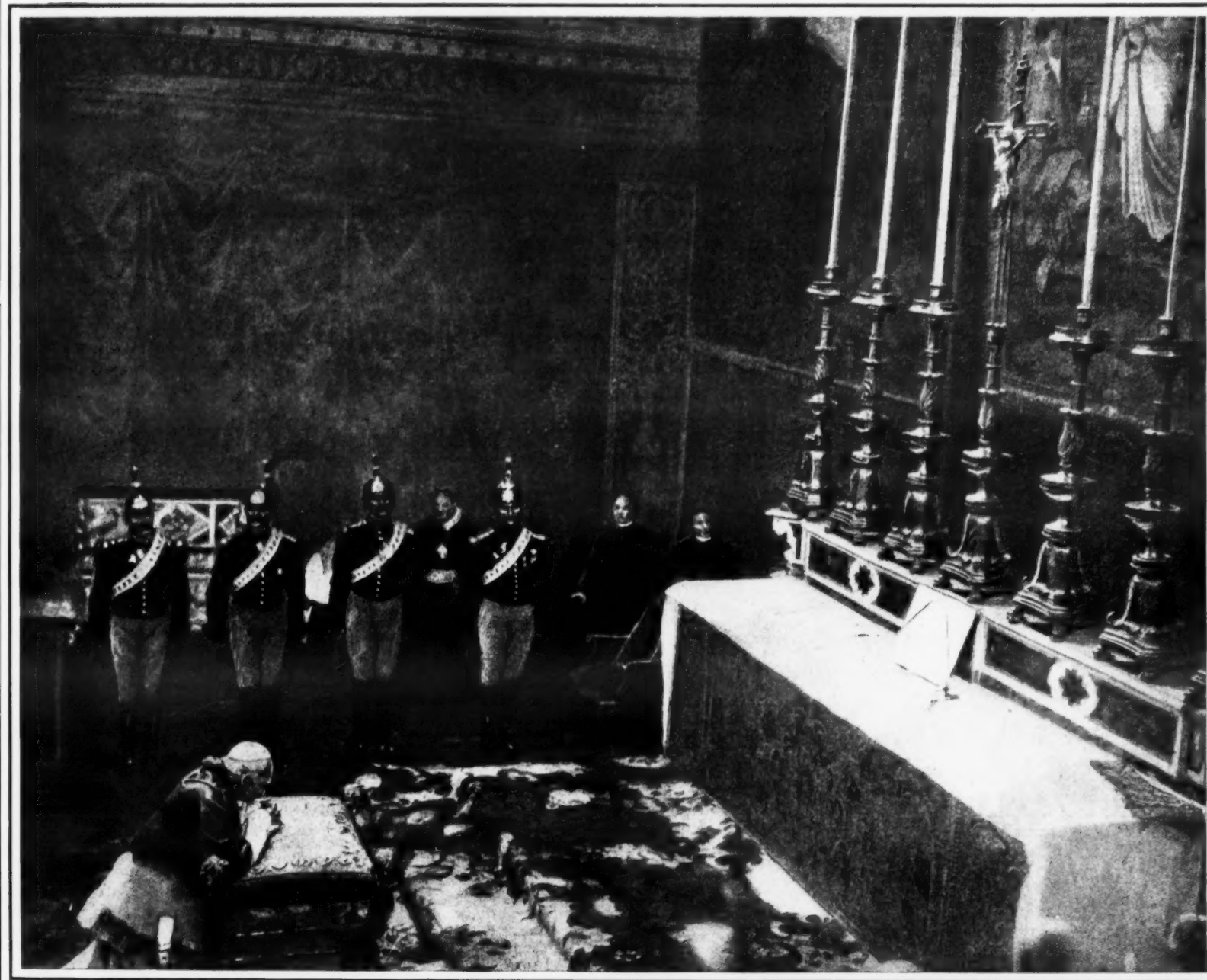




ONE OF LEO XIII.'S LAST GREAT PUBLIC FUNCTIONS—HE WAS THE FIRST TO ENTER ST. PETER'S AT THE BEGINNING OF THE HOLY YEAR.



THE SWISS (PAPAL) GUARDS AND ITALIAN BERSAGLIERI (RIFLEMEN) AT THE GATES OF THE VATICAN.



THE ONLY PHOTOGRAPH EVER TAKEN OF HIS HOLINESS WHILE AT PRAYER IN THE SISTINE CHAPEL, BEFORE ENTERING ST. PETER'S TO RECEIVE PILGRIMS TO ROME.—*From the Sphere.*

### THE VENERABLE PONTIFF AND HIS PEACEFUL LIFE AT THE VATICAN.

FAMOUS SCENES IN WHICH POPE LEO XIII. HAS BEEN THE CENTRAL FIGURE FOR TWENTY-FIVE YEARS.





HIS HOLINESS LEO XIII.—A VERY RECENT LIKENESS OF THE VENERABLE PONTIFF, WHO WAS BORN FIVE YEARS BEFORE THE BATTLE OF WATERLOO WAS FOUGHT.



THE GATEWAY OF THE VATICAN, WITH THE SWISS GUARDS ON DUTY.



THE POPE'S PRIVATE APARTMENTS—SALA CLEMENTINA.

### NEW PICTURES OF THE VATICAN.

SOME OF THE FAMOUS ART WORKS AND DECORATIONS OF THE VATICAN, AS THEY APPEAR IN THE SALA CLEMENTINA.



# A National Peril

A Million Immigrants in a Single Year

By John Mathews

**MORE IMMIGRANTS** from Europe are being dumped into America now than ever before in the country's history.

At the present high rate of increase a million aliens will be added to the population of the United States during the year 1903. According to the Hon. William Williams, the industrious and efficient commissioner of immigration at New York, which is the door of entry for four-fifths of the European immigration, this alien flood contains the poorest, the most vicious, the most wholly undesirable peoples that have ever come to American shores. The situation involves many interesting and serious economic questions and presents problems of national importance.

During the year 1902 nearly three-quarters of a million of Europe's overflow came to the United States. It was one of the banner years of immigration. A year ago the enormous influx of Europe's cast-off population aroused wide comment and awakened apprehension. But the increase of 1903 over 1902 is startling. The number of immigrants for March, this year, was greater by twenty-one per cent. than the immigration for March, 1902. During the first twenty days in April the ratio of increase had reached thirty per cent. Yet April is only the beginning—the spring tide. The flood comes in May, June, and July. Each great vessel that steams up the bay carries its hundreds, in some cases thousands, of steerage passengers. A city-full come through the port in a single week. The methods for the immediate reception of these hordes of strangers, their distribution throughout the country, their occupations, character, and origin, and the ultimate effect of the incorporation of such great numbers of this class of people into the population of the United States become subjects of vital interest.

One day this year, April 9th last, more than 12,500 immigrants came into the port of New York. One ship alone carried 2,500 of them. On the morning of that day seven vessels were waiting at their docks to unload their steerage passengers. In these seven vessels were more than 8,000 aliens. The whole number arriving was about twice as many as can be handled at one time on Ellis Island, where immigrants are received and inspected. Therefore many of those who reached the harbor in the morning were held for twenty-four hours in the crowded steerage quarters of the vessels in which they came, awaiting transportation to Ellis Island. Immigrants arriving in New York harbor are not landed directly at the reception island. The vessels which carry them go at once to their berths from quarantine; and while the cabin passengers are being discharged at one end of the ship, those from the steerage are hurried by hundreds down on to the great roofed piers. Here the strangers are guarded like sheep. A rope or temporary fence is stretched across the pier and men are stationed alongside to see that none of the immigrants goes beyond this deadline; for they have not yet been admitted to the United States, and there are many who would be glad to escape the Ellis Island inspection.

As the immigrants are being unloaded, double-deck barges are towed over from Ellis Island to the steamship docks, and the motley new comers and their baggage are put aboard these barges. Each barge holds about six hundred persons when the immigrant passengers have been driven into all the corners, and packed as closely together as cattle in a stock-car. Men are taken aboard the barges first—they being the most numerous—and then come the families, men and women and their children; and last, the women and children unaccompanied by men.

The immigrants who come from southern Europe are accustomed to bearing heavy burdens. Old Italian women, pale and tottering after the sickness and fatigue of the long sea voyage, trudge across the pier with huge bundles and heavy boxes balanced on their heads. The southern Italians and Sicilians, and the various peoples from the Austro-Hungarian empire, are about three-fourths of the total immigration. Most of them are dazed and dumb and unintelligent, obeying submissively the rough commands of the immigrant drivers. Their stupidity, their uncleanness, their greedy disregard for one another—these inevitably arouse antagonism in the breasts of those who come in contact constantly with the immigrant hosts. The very submissiveness of these strangers, too, tends to make men rough and intolerant in their conduct toward them; and discipline alone restrains brutality.

When the barge has taken on its load at an ocean steamer's pier, it is pulled to Ellis Island, and its foreign cargo is unloaded. In long files the passengers trudge into the great brick main building of the island, where they undergo inspection. At the various stages of the process they are divided into groups, which occupy different pens. To provide for the thousands which have been brought already this year to Ellis Island has taxed to the utmost the capacity of the buildings and the resources of the commissioner of immigration and his staff. A large temporary structure has been added to the main building for the over-

flow, but this does not meet all the exigencies of the situation.

After these have been inspected, the immigrants are again sorted according to their destination. Those bound for New York City are sent to the shore on a ferry-boat, and are landed at the Battery. Those who are to go to other parts of the country are again divided into groups and distributed to the various railroads which enter New York. The distribution is made by an immigration commission, in which all these railroads are represented. The great number of immigrant passengers made this system necessary. One railroad has been called upon to give transportation to 4,000 immigrants in a day. One month this year the Pennsylvania Railroad alone took 30,000 immigrants out of New York. Owing to the extraordinary numbers of alien passengers the railroads are obliged frequently to make up special trains exclusively for immigrants.

A conception of the hosts of foreigners which are now crowding into America can be had from the quantity of food which has been given to them on a single day. Each immigrant who leaves New York by train must buy his lunch at Ellis Island. One day last April the caterer there used, in making up the necessary lunches, 8,000 pies, 5,000 pounds of bread, 5,000 pounds of bologna sausage, and forty barrels of apples. A rapid succession of days of heavy immigration would find the facilities at Ellis Island inadequate. And the immigration authorities stand in constant dread of such a situation.

The vast numbers of foreigners coming every day into the United States are not quickly absorbed. They are taken usually to certain defined localities, where they form great communities which are entirely un-American. In such localities, where American ideas and principles of government are not understood, it is difficult to enforce the country's laws. Strikes, which are frequent, become armed attacks against the authority of the law; and bands of strikers become lawless mobs. And these great foreign swarms are the breeding-places of anarchy. Tremendous prejudices which grow under the depression of despotic European governments are fostered in these districts, where the foreign population is so heavy and so dense that American influences cannot penetrate to educate and cleanse.

In New York City, where there are more than three hundred thousand Italians, most of them from southern Italy and from Sicily, evidence continually appears of the existence of the Mafia, an organization among Sicilians who have a secret understanding that in disputes among themselves involving crime they take the law into their own hands. Through this organization, which is not definitely understood in America, Sicilians murder those among themselves who have committed murder, thus doubling the sum of crime. On account of the supposed obstruction of the Mafia, the police in New York have recently had much difficulty in apprehending and punishing criminals in the vast Italian districts of the city.

In 1902, 181,000 Italians came to America through the port of New York, greatly exceeding the number from any other nation. About twenty-five per cent. of the Italians took up their residence in New York City in districts already dangerously congested. Seventy-five per cent. were distributed throughout the country. There is constant demand now for men in construction work of all kinds, and the Italians are called the "railroad builders of the world."

"In Europe, as in America," said a member of the Society for the Protection of Italian Immigrants, "wherever a railroad is being constructed you will find Italian laborers doing the work. Activity in railroad and tunnel building, and in other great works in the United States, has attracted my countrymen. As a rule, the people who migrate from Europe to the United States engage in the same occupation here that they followed at home. One great factor in bringing so many Italians to New York is the news of the bridge and tunnel projects of the city. Railroad work carries the Italians who arrive at New York to all parts of the country. You will find them making the roadbeds and laying the rails of the steam roads in the Rocky Mountains, just as you see thousands of them here in the subway and other works in the metropolis.

"But they are not all builders. Thousands of them go into the mines in various sections, some even to the copper mines of far-away Montana and other parts of the West. One condition which is bringing so many people from Italy to America is the high tariff on Italian fresh fruits brought into the United States. This alone has made fruit-raising unprofitable to many in Italy. The people of the Italian orchards and vineyards come here and engage in the same occupation. One of the largest wine establishments in the world is conducted by Italians in California. Others from Italy have gone into the same industry in Florida and other States of the South and Southwest, including Texas and Arizona. An occasional Italian immigrant, coming from his native fruit districts, brings his own grape shoots with him, hundreds of irregular little dry sticks tied in big bundles of cloth or burlap, and

borne on his back, just as his personal possessions are carried. Large numbers of Italians enter America through the port of New Orleans and are distributed from that point to the Southern States, taking the places of negroes on many of the Southern cotton plantations."

There is a wide difference between immigrants from the north of Italy and those from the southern part of that country. The latter, however, outnumber the others five to one. The northern Italians are more intelligent, larger and better formed, and more law-abiding than those which come from the south of Italy and Sicily. The average north of Italy immigrant brings with him to the United States, according to the information obtained at Ellis Island, about \$23 in money. His southern brother usually possesses little more than \$8.50. On shipboard and on the trains which carry them to different parts of the United States the northern Italians object to being associated with the others.

Newly arriving Italians have always been peculiarly the dupes of immigrant "sharks" of various sorts. To protect their numerous countrymen who are coming to America at present, the Italians of New York have organized the Society for the Protection of Italian Immigrants. This organization receives a subsidy of \$6,000 a year from the Italian government, which is not sufficient, however, to pay all of its expenses. The society sends uniformed agents to Ellis Island, who meet those immigrants who have lost their addresses, or have missed their friends, and escort them to the society's headquarters near the Battery. From that place the immigrants are sent in wagons to reputable boarding-houses, or to friends in the city. Among Italian peasants at home there is profound ignorance of the extent of the United States. Frequently those who come here expect to find a friend whose address is no more definite than "Penn." Italian banks, of which there are hundreds in New York City, occupying often one side of a restaurant or grocery or meat store, are the objective points of many of the new comers; and at the banks they learn the addresses of their friends.

Immigrants from the various sections of the Austro-Hungarian empire rank next in numbers to the Italians. These, too, are mostly people of comparatively low development, mental and physical. The Slavic races include persons from many different States which are a part of the Austrian empire. Of the Austro-Hungarians there are fourteen different classes—Bohemians, Moravians, Croats, Poles, Slovaks, Hebrews, Dalmatians, and others, each speaking a different tongue. In Europe many of these people are miners, and they go to work in the coal and iron mines when they come here. During 1902 nearly 144,000 Austro-Hungarians entered America, and about one-quarter of these took up their residence in New York City's tenements.

"The best class of those from the Austrian empire," said Dr. Senner, president of the Austro-Hungarian Society and commissioner of immigration under President Cleveland, "are found among the Bohemians. A large proportion of these are engaged in cigar manufacturing. The miners go in vast numbers to Pennsylvania, West Virginia, and the West. In their own country these people have much unhappiness. There is constant strife there between races. Here they have personal freedom."

The Hebrews from Russia, Roumania, and other parts of Europe have been an important element in recent immigration. In 1902 more than 58,000 came through the port of New York. According to the statistics at Ellis Island they were the poorest of all, having an average in money of \$7.31 each. Twenty-one and a half per cent. of them were reported illiterate. Seventy per cent. of them took up their residence in New York City, going into the congested Ghetto, already a swarming nest of humanity, the most thickly populated district in the whole world. Greek immigration, too, is increasing. In 1902, 10,000 Greeks landed in New York. Swarthy and dark, they resemble in appearance the Italians. And the Greeks become the peddlers of the New World. This dominant element of the new immigration is described and compared with former immigration by Commissioner Williams in a recent discussion.

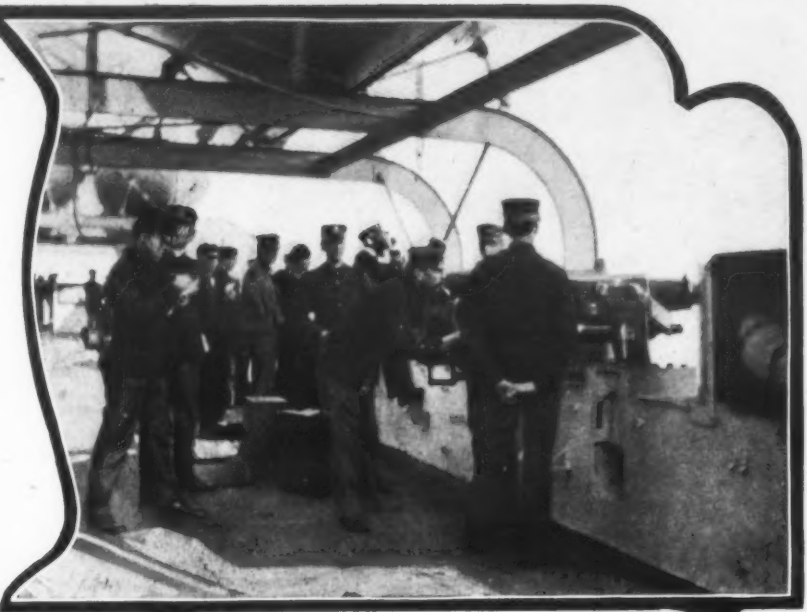
"The statistics show, and it is a well-known fact," he said, "that the great stream of immigration to-day is a city immigration, and that the bulk of immigrants do not go, and cannot be urged to go, into the unsettled parts of the United States for the purpose of developing them. The pauper statistics show that about thirty aliens out of every 10,000 become objects of charity, whereas in the case of the native-born, both white and colored, only nine out of every 10,000 become such. Europe has a great many desirable people, and also millions who are undesirable, and each nation of Europe has its quota of both. At least a portion—and many of us believe a considerable

Continued on page 45.

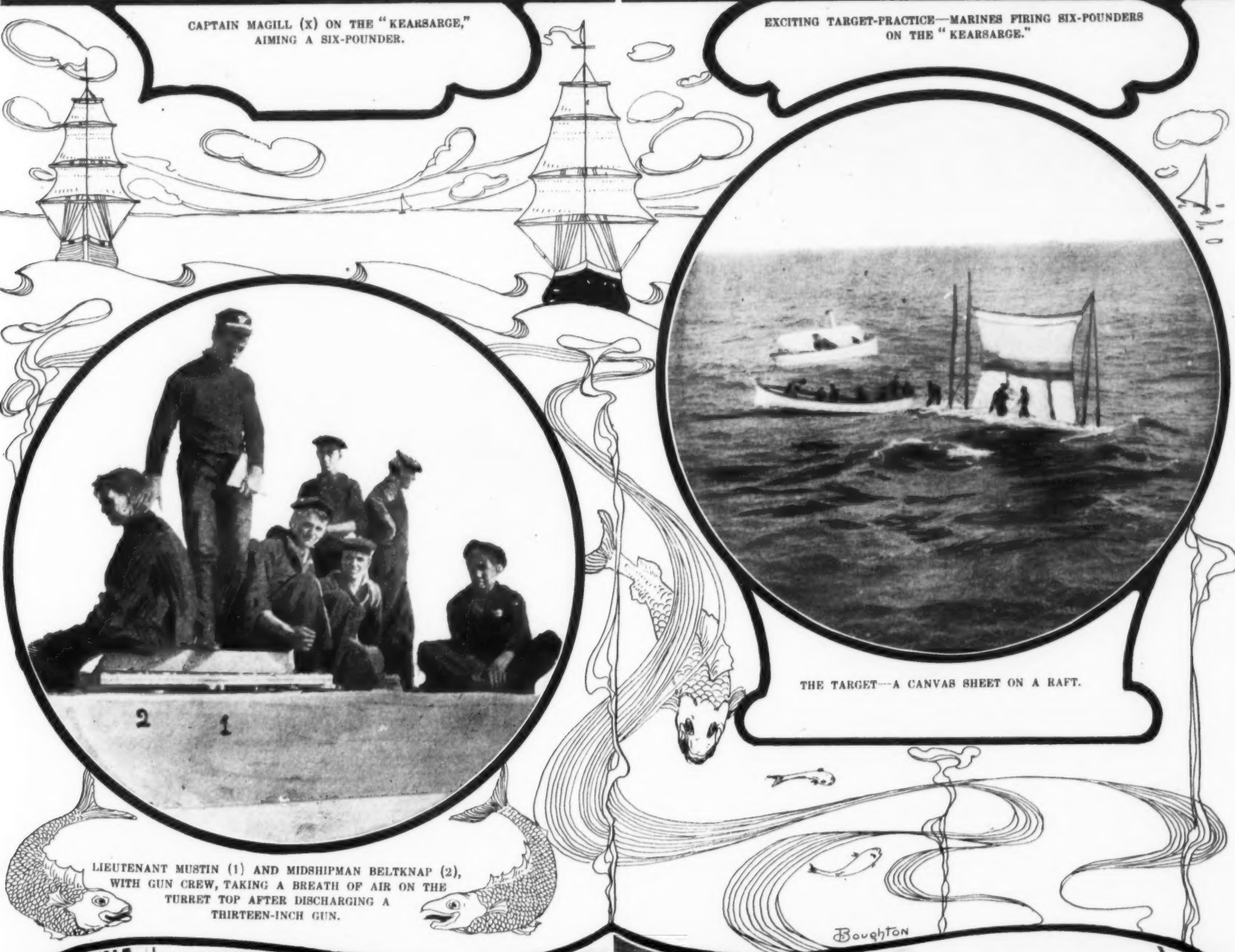




CAPTAIN MAGILL (X) ON THE "KEARSARGE,"  
AIMING A SIX-POUNDER.



EXCITING TARGET-PRACTICE—MARINES FIRING SIX-POUNDERS  
ON THE "KEARSARGE."



THE TARGET—A CANVAS SHEET ON A RAFT.



LIEUTENANT MUSTIN (1) AND MIDSHIPMAN BELTKNAP (2),  
WITH GUN CREW, TAKING A BREATH OF AIR ON THE  
TURRET TOP AFTER DISCHARGING A  
THIRTEEN-INCH GUN.



THE CRITICAL MOMENT—A SIX-POUNDER ON THE "KEARSARGE," JUST AS IT  
IS DISCHARGED.



BLUEJACKETS, ON THE FORECASTLE OF A BATTLE-SHIP, INTENSELY INTERESTED IN  
TARGET PRACTICE.

THRILLING TARGET PRACTICE OF THE UNITED STATES NAVY.  
INTENSE RIVALRY FOR SUPREMACY IN MARKSMANSHIP AMONG AMERICA'S FIGHTING-SHIPS.

T. Dart Walker. See page 32.



## Labrador's Strange Mission

By T. Dorr



THINLY-CLAD AND SHOELESS DAUGHTER OF A LABRADOR FISHERMAN IN THE SNOW, WITH THE TEMPERATURE AT TWENTY DEGREES BELOW ZERO.—Grenfell.

hover off shore in over-crowded fishing-vessels, or land at the harbors, where they live for a few months in huts made of mud. The population—both permanent and temporary—depends for maintenance almost wholly on the fisheries—including cod, seal, and whale. It is a hard country to hunt in, and the sea industries are attended with much danger, owing to drifting icebergs and fields of ice.

Many a tale is told of disasters to the fishermen off the Labrador coast. Numbers of the frail fishing craft are wrecked every summer, foundering or stranding during fierce storms, or being crushed in the ice which comes down in vast quantities from the Arctic regions. Scores of people perish in this way, and often women and children float about, for what seems to them a long time, in the chilly water amid the ice floes, on pieces of wreckage before they are saved, drowned, or die from exhaustion. During a single gale two years ago eighteen vessels were driven ashore and became a total loss. Luckily the crews, aggregating 140, were rescued. Those persons who go ashore for the season likewise are liable to have fearful experiences. The fishing season may prove poor, or they may become ill, and then they suffer for want of food, as well as from sickness, and death overtakes a large percentage before relief can reach them.

Never are those who make their settled abodes in Labrador able to revel in a large surplus of provisions. Almost yearly the food supplies run short, and the famished and enfeebled people readily fall victims

to typhoid, consumption, and other serious diseases. Starvation sometimes drives the luckless people into frenzy. One man whose family had been reduced to the last mouthful, and who could get no help anywhere, killed three of his children and himself, leaving his wife and two other children to battle with privation as best they might. Hundreds of cases, too, of frost-bite, during the fierce winter, develop into gangrene for want of surgical treatment. Hosts of persons are badly injured while pursuing their avocations, and suffer agony until death relieves them or unaided nature works a cure. Until ten years ago there was not a doctor in the entire region, and even now the people have to rely for medical care on a very few self-sacrificing and heroic men and women.

The amount of misery experienced by the Labradorians through absolute lack of medical aid before the Royal National Mission to Deep Sea Fishermen sent, in 1892, a little sailing vessel, the *Albert*, to the coast in charge of Dr. Wilfred Grenfell, was something indescribable. An inadequate idea of it may be gathered from stories of physical suffering which the doctors now are able to mitigate. The awful condition of the people so appealed to Dr. Grenfell on his first voyage that he resolved to devote his life to the work of alleviation. He and his associates—two doctors and two nurses—sailed up and down the coast giving medical and surgical succor to all who needed it. The sick and wounded were brought out to the *Albert* from shore and fishing vessels in all kinds of petty craft. Many patients found relief, but to not a few assistance came too late. Dr. Grenfell learned that whole settlements had been exterminated by diphtheria. In one place twenty-nine persons had died utterly neglected. The Labrador method of treating wounds was found to be the squirting of tobacco juice into them and binding them with rags. When tobacco and rags were not to be had the sufferers received no attention. Heroic measures were sometimes resorted to. A father with a hatchet cut off his child's frozen legs which had begun to gangrene.

These and other harrowing incidents and conditions incited this benevolent medical corps, after their return to civilization, to arouse public interest in and to raise funds for the purpose of increasing the efficiency of their mission. Contributions were made from time to time, and now Dr. Grenfell has a finely equipped little steel hospital-ship, the *Strathcona*, as well as two sailing vessels, in his fleet of mercy, and has established two hospitals, one in Labrador and the other in north-

ern Newfoundland, the conditions on the latter coast being quite as bad as on the first-named one. More than three thousand persons per year are attended to in the floating and fixed hospitals. As the *Strathcona* has to be laid up during the winter, the doctors remain in Labrador and visit their patients in dog sledges, sometimes going a hundred miles to reach a sick or injured person. The doctors have to brave the rigors of the Arctic climate at its severest, which could only be done successfully by men of great nerve and philanthropic zeal. Their mission is one of the noblest on earth and deserves the liberal support of every friend of humanity.

The religious work done among the Esquimaux of Labrador is also one whose results are most beneficial. Churches and schools have been established here and there, and many of the natives have become converted and civilized. The old primitive style of living, however, prevails to a great extent. The people live in huts of ice and snow, and catch their game with rude and simple weapons. Sickness and famine do not spare them any more than they do those of other races in the country. The benevolence of the world may well go out to them also until better days dawn upon this inhospitable region, which, it is now believed, will be the case before many years. A suggestion that the poverty stricken Labradorians, of all races and hues, be removed to less rigorous environments seems no longer to be in order. For capitalists have at last become aware that Labrador is a land of remarkable natural resources. It abounds in fine timber, iron, copper and gold deposits, and a large area of it is well adapted to raising wheat. Already the exploitation of the arboreal and mineral wealth has begun and large enterprises have been projected, which, if carried out, will bring to this now forbidding land a flood of prosperity and make existence in it at least tolerable, if not attractive.



LITTLE GIRL WHOSE FATHER CHOPPED OFF HER FROST-BITTEN AND GANGRENOUS LEGS WITH AN AXE.—FITTED AT HOSPITAL WITH ARTIFICIAL LIMBS, SHE NOW WALKS WELL.—Grenfell.

## How the Navy Learns to Shoot

By Oliver Shedd

SIXTY PER CENT. of the projectiles fired by the magnificent battery of the *Alabama* hit the mark, a sheet of canvas 17 x 21 feet, nearly a mile away. This was the best record made in the recent target practice of the battle-ship squadron of the North Atlantic fleet in the Caribbean Sea. And it is a good record, showing the skill of the marksmen of the American navy. England, alone, I am told, has better scores to its credit than this. Other navies have not done so well. The result of the target shooting of the German navy, a subject which seems to interest United States naval men particularly, is hard for the American officers in the fleet to get at. It is information that is not freely distributed.

The cruise in Southern waters last winter of the most powerful fleet ever assembled by the United States had many of the serious features of real war. And this assemblage of fighting-ships was so imposing that it struck terror to those West Indian people who could not account for its presence. In the squadron under Admiral Higginson were seven powerful battle-ships, the *Kearsarge*, *Alabama*, *Massachusetts*, *Illinois*, *Indiana*, *Iowa*, and *Texas*. Lying low in the water with only their bristling, fighting arms above the surface, while their bodies were held close in the grip of the sea, these war monsters of the ocean suggest at once the unbounded capacity for destruction which they possess. When they steamed slowly together into the harbor of a town of the West India Islands, with all the deliberation of ponderous strength, their flags flying, their bands on deck playing martial music, the inhabitants of the towns, who in their tropical listlessness had not followed closely public events, trembled at the formidable array. In their alarm they concluded that some great foreign Power had sent its fleet to destroy them. How relieved they were when they learned that the majestic visitors were on a practice cruise only, and that they belonged to Uncle Sam, a good old friend!

In order to make a correct comparison among the different vessels of a squadron engaged in target practice, the target is placed at a given distance from the vessels in action, and that distance is maintained for all the guns of all the ships. This distance during the recent cruise in the Caribbean Sea was 1,600 yards,

just three-quarters of a nautical mile, being ten-elevenths of a statute mile. The target, a canvas sheet, was set up on a large raft. A vessel would discharge usually its entire battery before the shooting would be begun by another ship. The *Kearsarge*, Admiral Higginson's flag-ship, would fire, for instance, all of its battery of four 13-inch guns, four eight-inch guns, fourteen 5-inch guns, twenty 6-pounders, and eight automatic 1-pounders. In addition to these the *Kearsarge* has four Colt's automatic guns, shooting rifle projectiles. And after it had fired its guns the score of each vessel would be determined by umpires, who were chosen from other ships.

As each projectile pierced the target of canvas, men in boats, stationed far enough away to be safe, would paint a circle with red paint around the ragged aperture so that a hit made by one ship's guns could not be claimed by another. Target practice to the observer is more than the empty thundering of tremendous guns, for one can follow with one's naked eye the quick flight of the biggest projectile through the air. It takes a little more than a second for a 13-inch shell to travel the ten-elevenths of a mile from the muzzle to the target. When the load has been discharged one can make a very good guess whether or not the projectile is going to hit the mark.

These big shells of the 13-inch guns, weighing 1,100 pounds, follow a line almost horizontal when they are shot at a target 1,600 yards away. The lighter projectiles, the 6-pounders, for instance, follow a course that is a decided arc, the muzzle of the gun being elevated considerably. What the angle of elevation shall be is determined by a member of the gun's crew known as the "pointer"; and next to the officer in charge of a gun-turret, he is probably the most important of all the "men behind the guns."

Two men are required to aim a big gun in action. One of these is the "pointer," while the other is called the "trainer." There is a "pointer" for every gun and a "trainer" for every turret, in which there may be several guns. In the big fore and aft turrets of the *Kearsarge* there are four, two 13-inch and two 8-inch guns. In this turret one "trainer" must attend to all four guns, while each gun has a separate "pointer." Through a special sighting apparatus the

"trainer" points the great shooting machine toward the object which is to be fired at. It is he who determines the horizontal position of the gun so that when fired its shell will not go either to the right or to the left of the object. But the "pointer" must decide on the elevation of the gun's muzzle: he must see to it that the projectile does not fall short or fly entirely over the target. To do this requires a knowledge of the effect of the resistance of the atmosphere and the force of gravity. If a shell is to be thrown a mile, the muzzle of the gun must be elevated higher than it would be in case the shell were to be thrown half a mile. To so lift or lower the point of the gun that the shell will drop on to the target—a small object at a great distance—requires skill and good judgment.

And it is the "pointer" who presses the wooden bulb which discharges the gun when he thinks he has it properly aimed. In action he is not required to judge the distance of the target. This is given to him in the command of the turret officer, who repeats what is conveyed to him by the range officer of the ship, upon whom the responsibility of judging the distance rests. The "pointer" stands at one side and a little above the 13-inch gun. His head is close to the wall of the turret and he looks out on the sea through a very small hole. At his right is an electric switch with which he moves the ponderous weapon, and at his left is a wooden handle which he merely presses to send an electric spark into the primer of the mighty death-dealer, igniting the powder and sending a steel bullet weighing more than half a ton out over the water at the rate of a mile a second.

The recoil of such a discharge is so great that interesting provisions are made to prevent its shattering the turret in which the gun is placed. This 13-inch weapon rests in four cylinders, two above and two beneath it; and in these cylinders are water and glycerine. The recoil is thirty-two inches, and the force of this reaction, this "kick," is expended in the cylinders filled with the fluid, which acts as a gentle cushion. But there is a vertical recoil, as well as the horizontal, and to resist and subdue that another cylinder is placed above each gun.

Continued on page 41.





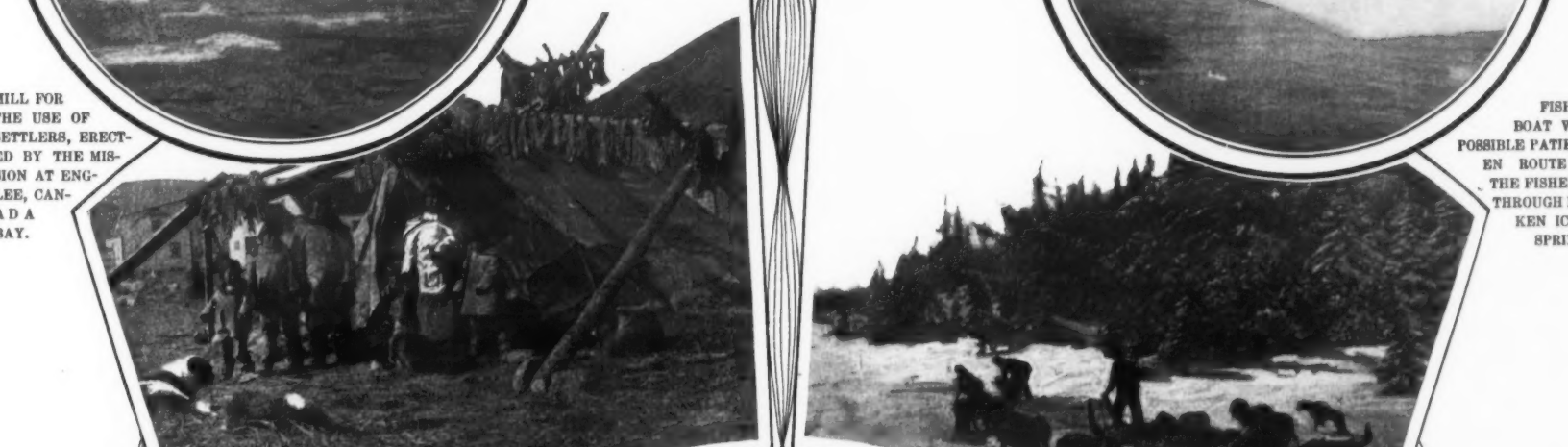
HOSPITAL SHIP "STRATHCONA" (AT RIGHT)  
VISITING A FISHING STATION IN  
THE FAR NORTH.



MILL FOR  
THE USE OF  
SETTLERS, ERECT-  
ED BY THE MIS-  
SION AT ENG-  
LEE, CAN-  
ADA BAY.



FISHING  
BOAT WITH  
POSSIBLE PATIENTS  
EN ROUTE TO  
THE FISHERIES  
THROUGH BRO-  
KEN ICE IN  
SPRING.



ONE OF TWO FAMILIES OF A HEATHEN  
ESQUIMAUX LIVING ON A  
DOCTOR'S ROUTE.

DOCTOR MAKING HIS LONG AND DREARY  
WINTER ROUNDS BY DOG  
SLEDGE.



Boughton



DR. GRENFELL AND ASSISTANT IN "KAYAKS" VISITING THE  
SICK ON FISHING CRAFT.



GETTING THE HOSPITAL SHIP "STRATHCONA" OUT OF THE  
ICE IN WHICH SHE WAS BOUND ALL WINTER.

WARDS OF THE MISSION—AGED COUPLE IN A WRETCHED  
CABIN, SUNK IN WOEFUL POVERTY.

A MEDICAL MISSION TO NEEDY SUFFERERS IN LABRADOR.  
HEROIC DOCTORS BRAVE THE ICY NORTH BEARING SUCCOR TO SICK AND INJURED ON SEA AND LAND.

Grenfell. See page 32.





MORE THAN A THOUSAND IMMIGRANTS, NEWLY ARRIVED, PACKED ON AN OCEAN LINER'S PIER.



NEW COMERS IN RAILROAD ROOM AT ELLIS ISLAND, WHENCE THEY ARE TAKEN TO RAILROAD STATIONS.  
*Lucky.*



EUROPE'S BURDEN-BEARERS BEING LOADED AT THE STEAMER DOCK ON A BARGE FOR A VOYAGE TO ELLIS ISLAND.



DAZED AND WEARY FOREIGNERS CROWDED LIKE CATTLE IN THE IMMIGRANT BARGE.



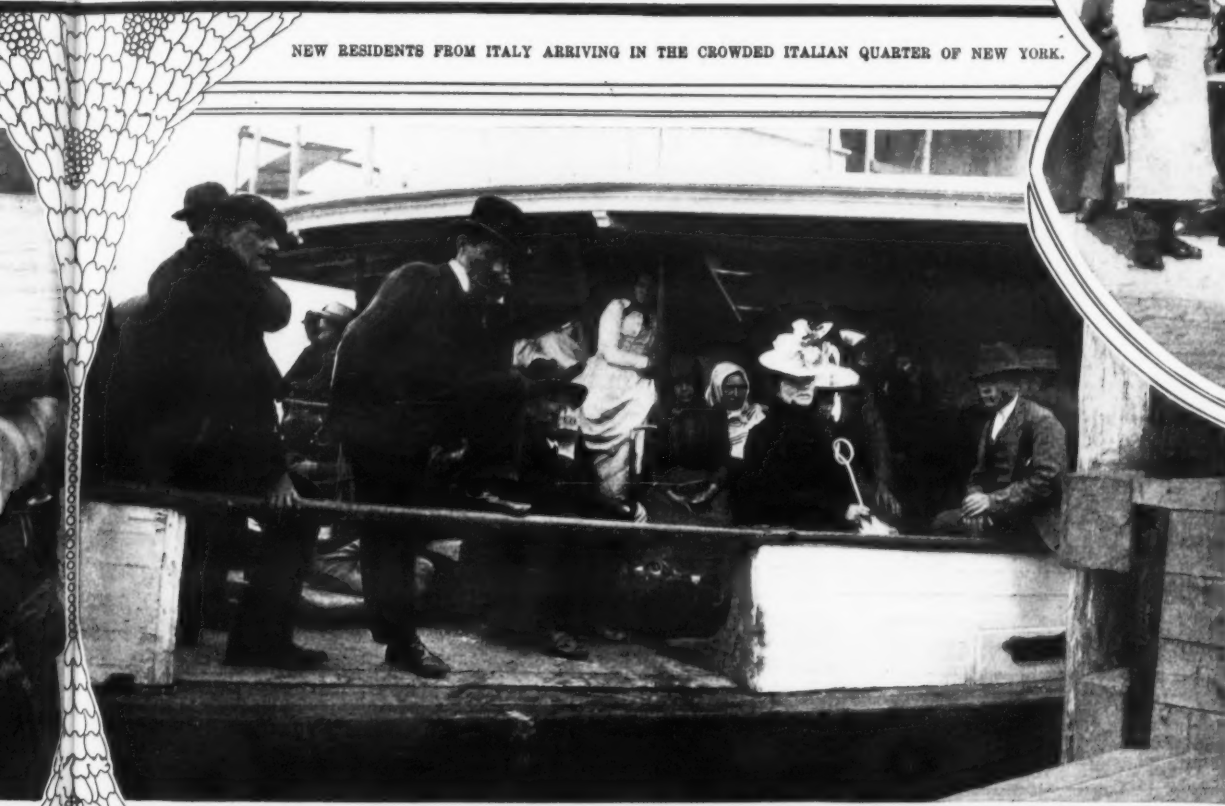
ITALIAN IMMIGRANTS, UNDER THE GUIDANCE OF ITALIAN SOCIETY AGENTS.

AN ARMY OF IMMIGRANTS POURING  
HUNDREDS OF THOUSANDS OF POVERTY-RIDDEN EUROPEANS STREAMING THROUGH THE

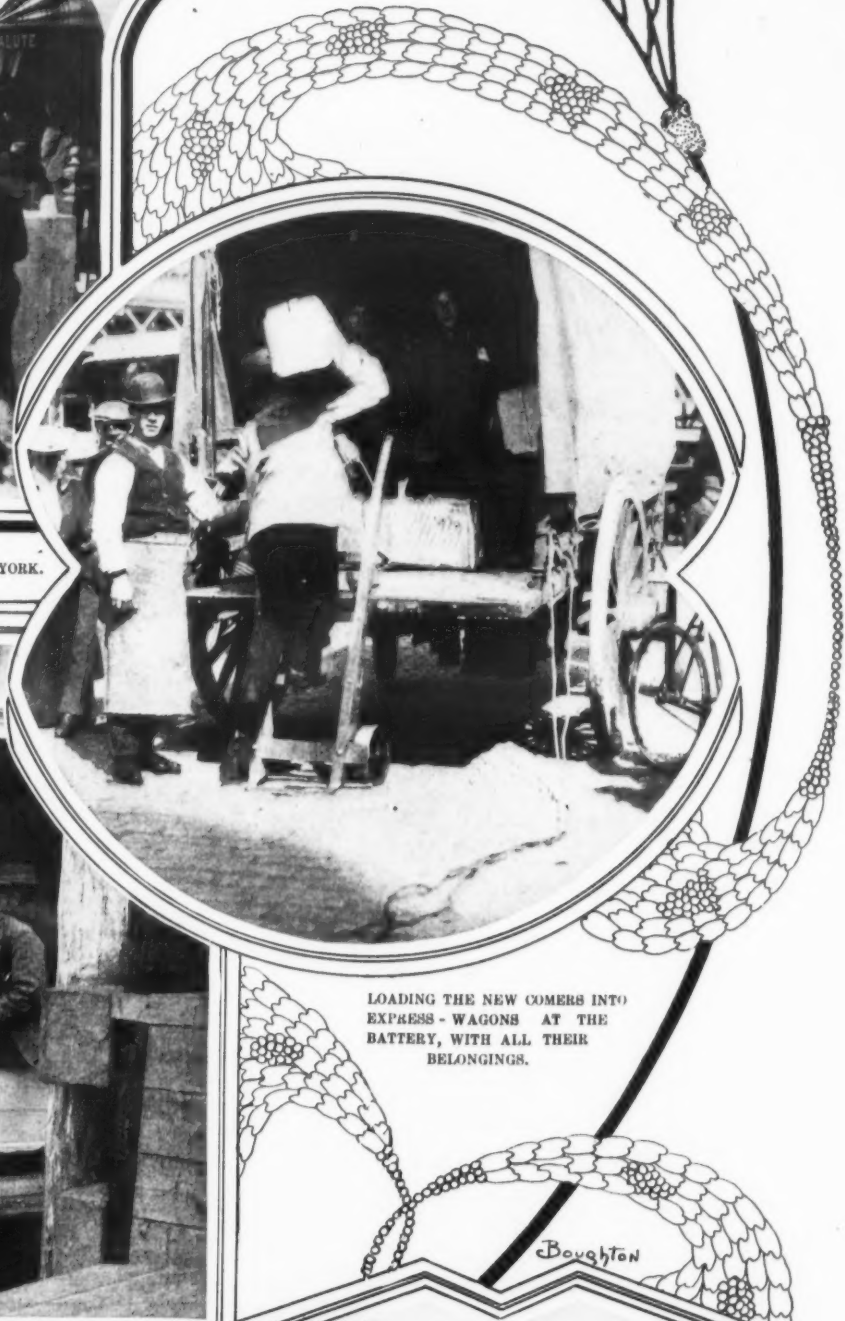




NEW RESIDENTS FROM ITALY ARRIVING IN THE CROWDED ITALIAN QUARTER OF NEW YORK.



IMMIGRANTS PATIENTLY WAITING TO GO ASHORE AT NEW YORK AFTER THE HARDSHIPS OF THE STEERAGE PASSAGE.—Lucky.



LOADING THE NEW COMERS INTO EXPRESS - WAGONS AT THE BATTERY, WITH ALL THEIR BELONGINGS.



OF ITALY SOCIETY AGENTS, LANDING AT THE BATTERY IN NEW YORK.



DISTRIBUTION THROUGHOUT THE UNITED STATES—A SPECIAL IMMIGRANT TRAIN FOR THE WEST.

NTS POURING INTO NEW YORK.

THROUGH THE GREATEST PORT OF THE UNITED STATES.—Photographs by A. B. Phelan. See page 30.



## A Love That Lived

### By Harry Beardsley

WHEN HE lifted her from her horse she felt the strength of his arms and shoulders; and it was then that she began to love him. And they walked side by side in the green and gold of the morning, their souls singing in harmony, singing with the joy of the day, in the beautiful youth of the year.

She and her parents were traveling in Europe when they became acquainted with the young German officer. For a few days the young man and the young woman were much together, and her love for him grew fast, until he and she seemed to be separate from the whole world in an atmosphere all their own, a perfumed atmosphere, soft but impenetrable. And in the morning her thoughts of him brought a song to her lips and sent red color into her cheeks. She had never been so happy before. And there crept over her with the darkness of evening a shadow of anxiety, doubt, and fear; and that was the most subtle sadness she had ever known.

In the young man there was born at once a new ambition to be great. He became immensely scrupulous in all things. He was most kind and tender toward those who were in suffering. But more than all, he wished to achieve something that would openly demonstrate nobility of character. With the thought of her departure there came to him a feeling of loss that startled and appalled him. So he asked the young girl to marry him, and she joyfully promised.

Then came the storm and disaster. The father, an Englishman of great wealth, stubborn, indomitable, and dogmatic, had planned the future of his daughter just as he planned his own affairs, without consulting others, depending entirely upon his own foresight and judgment. And his first rule was this: that his child should not marry nor give promise of marriage until she had reached the age of twenty-three. Then, he felt, that it was his duty to provide her a husband, as he had already provided so well the necessities and the pleasures of her life. In all this his wife, who long before had become a meek follower where he led, quietly acquiesced. And when the ruler told the young girl, his daughter, that until four years had passed she could think of marrying no one, and that she must forget at once the young German officer, she was in anguish.

Her father forbade all visits from the young man; and after that the two lovers met once or twice clandestinely in the twilight for only a few sweet moments together. Love, nurtured by their tears, grew with their sorrow. But these moments were soon taken away from them, too, for the young woman was watched so closely that these secret meetings ceased. And it was years after that Konrad, the soldier, and Angela, who loved him, met again.

The father and mother and the sorrowing daughter took ship and sailed away. The young officer told over and over again, in his letters to her, his love, his loneliness, and his longing. And these letters were the comforting spirits in her days of sadness.

The ship carried her to other lands. Her father anxiously provided all the diversions and amusements that he could command. Her beauty drew the admiration and the attention of men. But the sunshine of the morning brought back her grief, and the shadows of night deepened her sorrow. And finally the letters stopped. She did not know why, and her hope went out and despair came.

The years passed and time had almost healed, she thought, the wound that was in her heart. She laughed again, and sang as gayly as before, and enjoyed as she had always done the company of her friends. But sometimes a name would be spoken that would send a dart through her heart; or sometimes she would hear a song that she knew her lover liked best, and then for a moment her anguish would be as poignant and complete as in the first days of her grief. But these sudden moments of the old pain always passed as quickly as they came.

The young soldier who loved Angela had become a wanderer in the world. He went to India, Egypt, Japan, everywhere, and could never be at rest. For a whole year he followed the cattle on a range in western America. He felt always that, if he could find surroundings that were absolutely new and strange, his sorrow would be forgotten. He rode alone for hours over the barren sand-hills, the wind sing-

ing its desolate song to him. He mingled with the cow-boys, joining in their sport and their hilarity. But he was restless still.

One morning he left the ranch. And after long days of travel on rail and ocean he was back at his own home in Germany. With his parents and friends he spent a week of happiness, and then the ghost of his sorrow haunted him again, and the wanderer was away, seeking, unconsciously, to do that which was impossible. For he sought to fly from himself. In the dark moments he was tempted—but the love of life was in him still, and a spark of hope that never died.

Angela's father, persistent always in his plans for his daughter, gradually wove a net about her, and she found herself in the company more and more of a Frenchman, a man nearly twice her years, prominent in the affairs of his country and with a fortune as great as that of her own house. The companionship of this vivacious and amiable man, who loved her, the smiles of approval from her father, the silence, the complete obliteration of the man whom she adored—all had their effect. Frequently the Frenchman asked her to be his wife. Her refusals were met with gentle consideration and afterward with greater and more tactful persistency, until her power of resistance endured no longer and she acquiesced in the wishes of her parents and her friends. So the day of the wedding with the wealthy gentleman from France was named, and listlessly she prepared for it.

On the morning of the wedding day she was awakened by the singing of a violin. For a moment, in semi-consciousness she sailed on a sea of rapture, carried gently forward by the trembling currents of the tender music. But the violin ceased its song and she was weeping. Then the cold light of thought brought back to her the old feeling of resistance and repugnance. She became restless and unhappy as the morning grew. The beauty of the spring day recalled to her constantly the memory of another time when another year was young. Her father and mother were kind and comforting. The man who was to be the husband that day was gentle and attentive, making a hundred little plans for her pleasure. But the change in her feelings which the morning brought became

more complete, until her thoughts and her emotions excited and stifled her. She longed to be out of doors. Her mother ordered a carriage, and mother and daughter went driving.

Evening was the time for the ceremony. The preparations had been elaborate. And while Angela and her mother sat at a table in a café where they had stopped for refreshment, the older woman, filled with intense interest in the event which was only second in importance of all the events of her life, talked constantly of it, asking a score of questions without waiting for replies. Her enthusiasm did not reach her daughter, for Angela was weak under the stress of her emotions. She was leaning forward, resting on her elbows, her hands pressed flat against her cheeks and temples. Her eyes looked at nothing, her thoughts were confused. She abandoned herself to her emotions. Memories which she hoped had died, arose again, filling her with a vague grief. She turned her face slowly and gazed out of the window. The sun was warm. People in the street were bustling, occupied, and happy. Her burden grew heavier upon her. Then there came back to her a morning four years before when she rode forth gayly on horseback, while at her side was a brave young man whose smile had made her glow with happiness. And she remembered the walk that they had taken together and the things he had said to her. In her brief reverie she found relief. For a moment she was glad again; and then suddenly there fell upon her the realization of the present, and her heart was sick and she surrendered herself to dull despair. All at once a mighty change came over her. She felt herself filled with intense agitation, without knowing why. She trembled, and her breath came rapidly, and when she suddenly turned and looked about she saw in life the substance of her reverie. The young German officer, alone, had just entered the café. At first Angela was frightened, trembling violently, her heart quivering, her face white. Then she felt that she wanted to fly from him. She had a wild impulse to escape. Her mind formed quickly a plan to rise quietly and walk out by another exit. But just then he turned and saw her.

In the moment when the climax of life has been reached men and women are frequently wont to do the most commonplace things. The fearful agitation, the turmoil of their being, is hidden by a cloak. Konrad advanced, smiling, shook hands politely with the two women and asked if he might sit at the table with them.

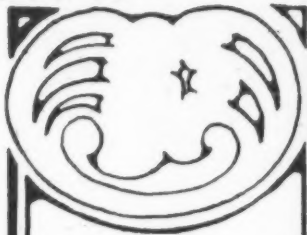
The conversation at first was formal. They talked as acquaintances might talk, whose interest in each other is only casual. But that indefinable thing which is often called affinity produced in each a feeling that became a physical glow, an exhilaration, a positive ecstasy. The softening and brightening of their eyes as they looked at each other, and the increased alertness of their senses, which each instinctively observed and felt in the other—these were the subtle messages that passed between them as Konrad told of his days of wandering, laughing at his experiences as the three sat around the table in the café. After the first tumult of joy—for joy is always greatest in the presence of a contrast of sorrow—Angela was faint and weak and trembling; but the young soldier was at her side, and her weakness loved his strength. And all of the old joy and melody of their first love came back to them—and with it a graver, tenderer feeling still, born of their common sorrow. Again they talked of their marriage, sitting side by side in the twilight, for Angela was now twenty-three, and the force of the parental injunction was ended.

When the wedding bells called, a few days afterward, it was Easter morning. The sunshine was glad, and the flowers smiled, and the bells laughed in their silver music; the air throbbed with the joy of the springtime, for the two who went to the altar that day were a tall young man with the proud bearing of a soldier, and a beautiful bride who loved him. And the man who stood at the carriage door and shook their hands heartily as they said good-bye, was a Frenchman in middle life. As the carriage whirled away, a face, made more beautiful in the sublimity of its happiness, smiled good-bye to a stolid and imperturbable father who, though exacting, was just, and whose rules once made were never altered, even to conform with his own plans and desires. And at his side was a woman who long ago had learned to follow unquestioningly where he led.



"JUST THEN HE TURNED AND SAW HER."





(PRIZE-WINNER.) UNIQUE AND REMARKABLE BAPTISMAL SCENE—SEVEN "CHURCH OF GOD" CONVERTS IMMERSSED IN MIDWINTER IN ICY WATER AT THE FOOT OF A SNOW-COVERED MOUNTAIN NEAR PARA-CHUTE, COL. W. H. Davis, Colorado.



DESTRUCTION OF THE BRICK CHURCH, ONE OF THE CITY'S LANDMARKS, DURING THE RECENT \$500,000 FIRE AT ROCHESTER, N. Y. William H. Durfee, New York.



BUILDINGS ON A FARM NEAR SOLOMON, KAN., DEMOLISHED IN AN INSTANT BY A FURIOUS CYCLONE.—M. L. Kimmerly, Kansas.



CURIOUS WRECK ON THE ERIE AT WHITE MILLS, PENN.—TRACK GAVE WAY, AND TWELVE COAL-CARS WERE DUMPED ON TOP OF EACH OTHER INTO A HOLE. Eugene A. Dorfing, Pennsylvania.



PICTURESQUE ARCH ERECTED BY CHINESE FOR THE RECEPTION OF LIEUTENANT-GOVERNOR WRIGHT AT MANILA. F. S. Pugh, United States Army



A FAIR DAUGHTER OF UNCLE SAM. D. H. Hassing, Utah.



LAYING THE CORNER-STONE, BEFORE A VAST CROWD, OF THE NEW CAMPANILE AT VENICE, TO REPLACE THE FAMOUS ONE WHICH COLLAPSED.—Edith C. Houston, Pennsylvania.



AMATEUR PRIZE PHOTOGRAPHIC CONTEST—COLORADO WINS.  
NOTABLE HAPPENINGS, NEAR AND FAR, CLEARLY DEPICTED AND MADE REAL BY THE UNERRING LENS.  
(SEE OUR AMATEUR PHOTOGRAPHIC ANNOUNCEMENT ON PAGE 47.)



# Building a Town " "

By Lionel Ross



STATION OF AERIAL TRAMWAY ON MT. BRIDGER. ELEVATION ABOUT 10,600 FEET.



ONE OF THE WOODEN DERRICKS, AND ORE-BUCKETS OF THE TRAMWAY.

ENCAMPMENT, COLO., July 2d, 1903.

**I**N SOUTHERN Wyoming, not far from the Colorado line, is the new city of Encampment, which has had such a sudden and remarkable growth under such unique conditions that it is one of the most interesting examples of the rapid development of western America. Two years ago it was a small cluster of mining cabins. In 1897 the spot where it is located was virgin prairie land. Now it supports 5,000 people, has stores and churches and schools and a bank which has deposits of about one hundred and fifty thousand dollars. The growth of the town has been the result of the consummation of plans for some of the most astonishing bits of engineering in the whole world. One of these is an aerial tramway which extends over the continental divide, the backbone of the American continent. It is simply a string of cables elevated on wooden towers that are like derricks; on the cables are suspended buckets, and these carry copper ore from the great Ferris-Haggerty mine to a concentrating mill and a smelter sixteen and one-quarter miles away and at the town of Encampment.

The "sky railroad," as it is called, traverses a wild country. The continental divide contains some of the most rugged and impenetrable tracts of land in America. Through these the tramway was erected. Frequently it was necessary for many miles to cut a swath in the forests a hundred feet wide, and often deep cuts had to be made in the snow-drifts of the high mountain country.

An immense pipe line, the development of a great mine, and the construction of an immense smelter are all parts of the enterprise that so suddenly built this city of Encampment. The originator and prime mover in the enterprise was Willis George Emerson, who is also a politician and author of note, who was actively assisted in these enterprises by Mr. John S. Cary and Mr. Charles E. Knapp. The daring and the power to accomplish results quickly which these men exhibited show them to be men of interesting personalities.

The Ferris-Haggerty copper mine is sixteen and one-fourth miles, in a straight line, west from the smelter at Encampment. The mine is on the Pacific slope of the Sierra Madre Mountains, at an altitude of 9,200 feet above the sea level. The smelter at Encampment, Wyo., lies on the Atlantic slope. Building a railroad over the "range" has been most seriously considered, and abandoned because the snow varies in depth in this mountain region from five to thirty feet during eight months of the year. The topography of the country would make the cost of building even a narrow-gauge railroad enormous, and the maintenance of snow-sheds would be almost if not quite prohibitive. The first tower of this great tramway was finished February 25th, 1902. It was nearest the smelter, and there was general rejoicing in Encampment, Wyo. The work progressed rapidly, and in October of that year the last tower was completed. The tramway is equipped with sixty-four miles of steel cables. These cables are suspended from 360 towers, varying in

height from thirty to sixty-nine feet, in order to carry the ore far above the deepest snow-banks, and usually about two hundred feet apart. At one point in crossing a gulch 500 feet the span is 2,266 feet from tower to tower. Attached to the cables are 889 buckets, each capable of carrying from seven hundred and fifty to eight hundred pounds of ore. A ton of ore is brought every two minutes and is automatically dumped into the bins at the smelter end of the line. There are 355 tons continuously in transit from the mine to the smelter. The capacity can easily be increased by either attaching more buckets or running the tramway at a higher rate of speed.

The tramway is divided into four sections, each four miles long. Three power stations are placed at the intermediate terminals of these sections. Here the power for operating the cable is generated by steam, there being an abundance of coal and wood in the near vicinity. However, arrangements are now being made to install electric motors at these various stations, which will give the operators the advantage of a double power—in case one fails, the other is in readiness to carry on the great work uninterruptedly. At the western or the Haggerty mine end of the tramway is a large loading terminal, while at the smelter, the eastern terminal, are vast ore bins, capable of holding thousands of tons of ore, both the loading of the buckets and the dumping being carried on automatically, and therefore with the greatest possible economy. Indeed, this vast plant is so arranged, through the skill of its projectors and engineers, that everything is carried on either by tramway, electricity, or gravity, and instead of having 350 to 400 men engaged in the operation, there are less than seventy-five men employed to handle the entire plant.

In the transferring of buckets but one man is required at each station, his duty being simply to push the buckets from the first to the succeeding cable, in which he is admirably aided by a gravity arrangement.

The tramway passes over Bridger Peak, which is 10,660 feet above the sea level. This point is a mile and a half east from the mine. The elevation of the mine is 9,200 feet; thus it will be seen that the tramway-ore buckets are lifted almost 1,500 feet above the points where they are loaded. From the top of Bridger Peak the tramway gradually descends along the mountain-side for a distance of fourteen and one-half miles to the smelter; the smelter and the town of Grand Encampment having an elevation of 7,200 feet, or identically the same as that of Manitou, Col. This great tramway has been so constructed that spurs may be built to connect at almost any point desired. This will afford cheap and economical transportation for the thirty or forty rich mining prospects that are just now being transformed by the army of sturdy miners, in their development work, from prospects into shipping mines. Eventually there will be connected a veritable network of tramways, of which the present

will be the backbone and the numerous spurs running out on either side will represent the ribs. The weight of the cable of this tramway is 490,696 pounds. The number of feet of timber used in its construction was 1,250,000, and the cost of construction about four hundred thousand dollars.

The cost of carrying the ore is estimated at one cent per ton per mile, or sixteen and one-fourth cents per ton for transporting the ore from the Haggerty mine to the smelter. At the present time this great mining and industrial concern—the North American Copper Company's works—is located fifty miles from the nearest railway point, among the clouds and crags and mighty gorges of the Sierra Madre Mountains, in southern Wyoming. Either the Union Pacific Railroad or private capital will undoubtedly construct a railroad up the Platte River to Encampment, Wyo., thus connecting it with the Union Pacific Railroad during the present year. The directors of the North American Copper Company are men of high standing in the financial world. Among them are C. P. Collins, of Bradford, Penn.; J. R. Leonard, of Pittsburg, Penn.; Colonel John J. Carter, of Titusville, Penn.; John S. Cary, of Denver, Col.; Joseph Seep, of Oil City, Penn., and Willis George Emerson, of Wyoming; the officers being John S. Cary, president; Willis George Emerson, first vice-president; C. P. Collins, second vice-president; J. H. Fennessy, treasurer; B. H. Leonard, assistant treasurer; C. E. Knapp, secretary; Edmund F. Richardson, general counsel.



WILLIS GEORGE EMERSON



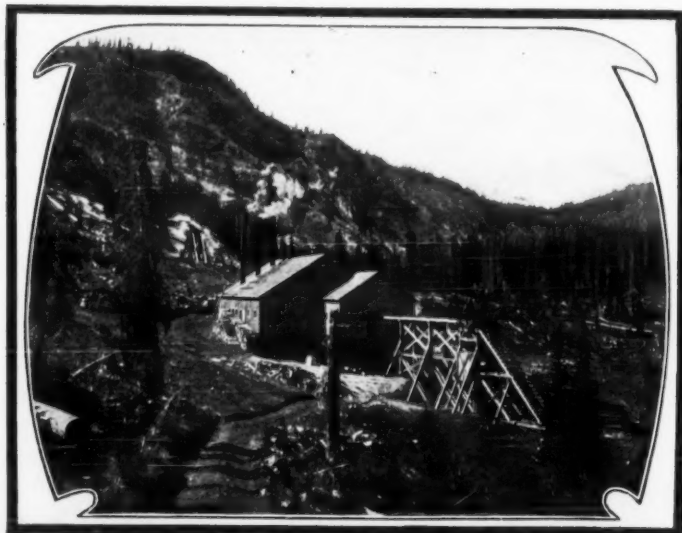
JOHN S. CARY



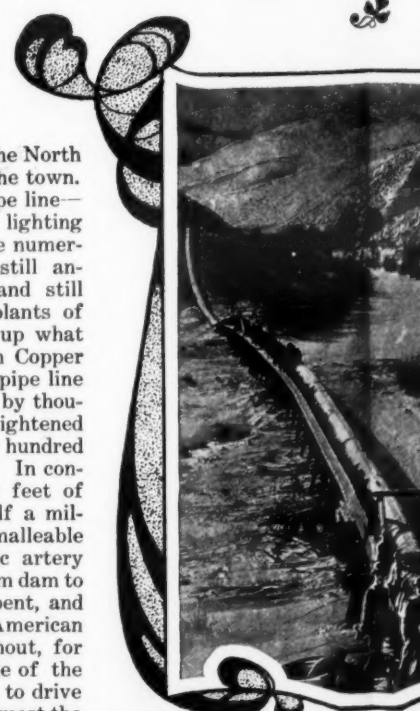
REDUCTION WORKS OF THE NORTH AMERICAN COPPER COMPANY, GRAND ENCAMPMENT, WYO.

Another startling engineering enterprise that makes Encampment, Wyo., so interesting and so unusual is the immense wooden pipe line, four miles long and four feet in diameter, which extends from a dam in the south fork of the Encampment River, carrying water to the smelter of the North American Copper Company near the town. Various water-wheels tap this pipe line—one for commercial electricity in lighting the city; another wheel to run the numerous tables in the concentrator; still another to operate the converter, and still others to operate the various plants of machinery, that all united make up what is known as the North American Copper Company's works. This great pipe line is made entirely of wood bound by thousands of steel bands which, if straightened out, would measure more than two hundred and twenty-five miles in length. In constructing this line, over 650,000 feet of lumber were used, and nearly half a million pounds of rivets, steel shoes, malleable iron castings, etc. This gigantic artery trails along the mountain side from dam to smelter like some huge sea-serpent, and furnishes power for the North American Copper Company's works throughout, for commercial purposes of the people of the town of Encampment, as well as to drive the drills and light the mines of almost the entire district, which circle out in three directions from the town, like the spokes from the hub of a wagon wheel.

The tramway and the pipe line are a part of the great plant of the North American Copper Company,



TRANSFER AND POWER-STATION OF THE WONDERFUL SKY RAILROAD.



PIPE LINE FOUR FEET IN DIAMETER CROSSING SOUTH FORK OF THE ENCAMPMENT RIVER, NEAR GRAND ENCAMPMENT, WYO.



# wn "While You Wait"

y Lionel Ross Anthony

either side  
tramway is  
its construc-  
four hundred

which is responsible for the sudden growth of the town of Encampment. The Haggerty mine has itself had a most picturesque history, and its beginning is necessarily associated with the beginning of the town. The first step in the making of this modern Wyoming town required much nerve. Emerson and McCaffery, its originators, sunk many thousands of dollars investigating surface indications for minerals. Mr. William Weston, a mining engineer of repute on both sides of the Atlantic, had charge of this preliminary development work. As a result of his investigations and favorable report it was boldly announced that a new mining camp had been discovered. About this time a startling discovery was made in Purgatory Gulch, a tributary to the south fork of the Encampment River, and some five miles south of the present town of Encampment. A boulder of white quartz, about the diameter of a wagon wheel, and perhaps eight tons in weight, was found to be shot full of free gold. It was tested and its value was found to be about \$1,700 to the ton, or about \$14,000 for the entire boulder—and right here is a strange thing to relate. The mother lode whence came this boulder is still a mystery, but there is no doubt that sooner or later it will be discovered by some sturdy miner or lucky novice. When this discovery is finally made, up in the hills surrounding the valley where the boulder lay, a new chapter will be written, and southern Wyoming will take on a new and even richer color than it does to-day.

No other gold of importance

WILLIS GEORGE EMERSON.



OF THE NORTH AMERICAN COPPER COMPANY, AT  
RAND ENCAMPMENT, WYOMING.



E LINE FOUR FEET IN DIAMETER  
CROSSING SOUTH FORK ENCAMP-  
MENT RIVER, NEAR  
BASHOBES, WYO.

has been discovered, but copper has been found galore. Indeed, the entire district—measuring some twelve miles wide by forty miles long—teems with copper float. Great mineralized dykes rise up out of the ground, all trending from the southeast to the northwest, and traceable for miles. Indeed, copper showings are so plentiful that the district is now known as the Copper Fields of Southern Wyoming. Soon the leading daily papers of the country began telling of the great mineral wonders of this new El Dorado. A copy of the New York Herald one day fell into the hands of a sheep-herder, Edward Haggerty, who was tending his flocks along the banks of the Platte River near the present location of the North American Copper Company's works. He became enthused over the idea of finding a mine. He left his flocks, got himself "grub-staked," and discovered the now famous Ferris-Haggerty copper mine, that was afterward organized into a mining company by Mr. Emerson, and recently purchased by and merged into the North American Copper Company. Mr. Haggerty and George Ferris, now deceased, not only became wealthy through this strike, but were the means of bringing hundreds of others into this rich land of promise. The discovery of the Haggerty mine occurred in 1898. In January, 1899, Mr. Emerson organized what

is known as the Ferris-Haggerty Copper Mining Company, which assumed the control of the mine.

During the years of 1899, 1900, and 1901 some \$700,000 of ore was taken out of this mine, and hauled

with wagon and team a distance of sixty-five miles to the nearest railroad station, Walcott, Wyo., on the Union Pacific Railroad. This wagon haul cost for freightage about thirty-one dollars a ton, but even this was done at an excellent profit. One of the most famous mining engineers of the country has recently made an examination and a report on this mine, and states that the ore chute is 325 feet long at the first, second, and third levels, while the wealth of rich copper ore continues at the tunnel level, which cuts the vein some 485 feet below the surface. The vein is from twenty-five to forty feet in width, and the ore shows assay values of from 9 to 33.04 per cent. in copper, and carries about \$1.80 in gold. It is estimated that there is at the present time over \$16,000,000 of ore blocked out and in sight; it is safe to predict that within a twelvemonth, at the present rate of development, not less than \$25,000,000 will be blocked out in this great copper mine. They now have sufficient ore in sight to run three years, night and day, without any further development work; but the most vigorous development work is being pushed as rapidly as men and money can open up additional "stopes" of this phenomenal vault of copper. The controlling

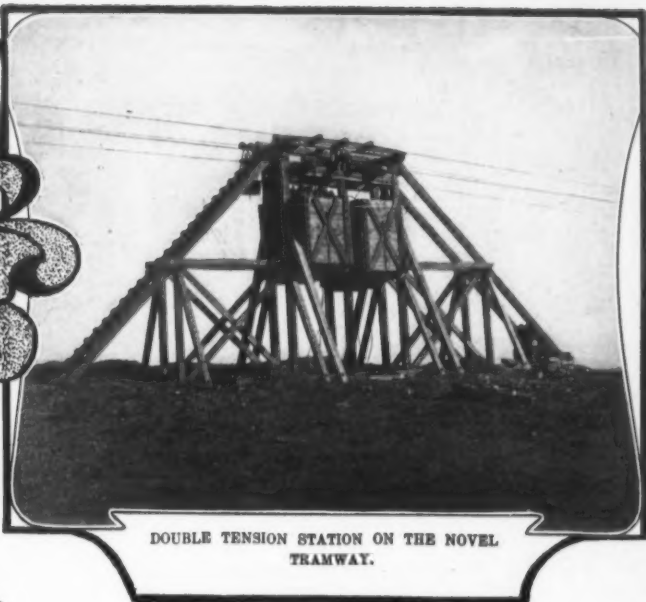
owners of the stock decline to sell their holdings, being certain that on account of this large amount of ore in the mine the stock will soon be worth many times more than par.

It is said by old copper men who are acquainted with the greatest copper producing mines in America that this wonderful, up-to-date, modern plant in southern Wyoming will manufacture refined copper, ninety-nine per cent. pure, cheaper than any other place in the known world. The North American Copper Company was organized under the laws of New Jersey, last summer, with a capital of \$20,000,000, par value \$100 per share. Something like eight million dollars of the stock still remains in the treasury, as a reservoir of safety. This was the first step toward the formation of a "merger" of all the properties in the Encampment, Wyo., district. Mr. Emerson and Charles E. Knapp were the guiding spirits in this gigantic undertaking. Charles E. Knapp, secretary of the company, has established a private office in suite 916, Fuller or "Flatiron" building, at the corner of Broadway and Twenty-third Street, New York, for the purpose of handling stock in this company held by small holders.

In December of last year all details of the merger were completed, and the following properties were transferred to the ownership of the North American Copper Company: The Encampment Smelting Company, The Encampment Tramway Company, The Encampment Land and Town Lot Company, The Encampment Water Works Company, The Encampment Pipe Line Ditch Company, The Emerson Electric Light Company, The Haggerty Copper Mining Company, The Carbondale Coal Company, and The North American



TALLEST DERRICK OF THE SKY  
RAILROAD, ABOUT 70 FEET  
HIGH.



DOUBLE TENSION STATION ON THE NOVEL  
TRAMWAY.

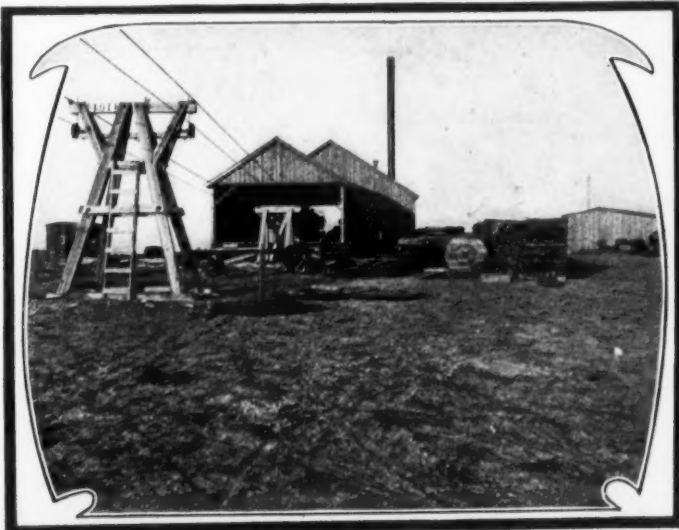
Mercantile Company. The first bucket of ore was brought over the mountains and "dumped" into the bins of the Encampment smelter on June 9th of the present year, while the wheels of the entire gigantic North American Copper Company's works have started, and it is believed by men of moderate ideas and expectations that the profit at the present price of copper will vary anywhere from six thousand to seventy-five hundred dollars per day. If we compute it at the minimum, \$6,000 daily, and 360 days in a year, we have \$2,160,000 net annual income.

The sort of men who have the courage to go into a country that is wild and undeveloped, taking a long chance to win a big stake, are among the most picturesque and admirable of the American stock. They have the stuff of the pioneer, the characteristics of the Pilgrims, and of the brave men who later pushed their way from the eastern border of the United States into the West, opening the way, through deprivation and hardship, for the wealth and prosperity and happiness of those who followed. It was thus with the pioneers into Encampment, Wyo. Emerson, Knapp, and Cary made successful an enterprise that few men would have had the courage to undertake. The first was the pioneer of the three, and he was supported by the strength of the other two.

Mr. Emerson is a remarkable combination of the force that makes the successful business man, and the artistic sense that makes the writer. He has a wide reputation as a novelist, his latest book, "Buell Hampton," was one of the heaviest-selling novels of 1902. He began his political career in the Harrison and Morton campaign, when he was a Presidential elector from Kansas, the youngest ever elected from that State. In 1896 he became prominent on the political platform, being an able orator; and in 1900 he was selected vice-chairman of the speakers' bureau of the Republican National Committee. Mr. Emerson is a commissioner from Wyoming to the St. Louis exposition. He is one of the most conspicuous figures in political and literary circles in the whole Rocky Mountain region.

Mr. Knapp is a native of New York City, and became interested in the Wyoming mining district in 1899 through Mr. Emerson. Mr. Knapp has had mining experience in California, whither he went in 1879. For five years he was Deputy United States Shipping Commissioner at San Francisco, and was afterward in the general office of the Southern Pacific Railroad for ten years.

Mr. Cary, president of the North American Copper Company, owns a large interest in the Mine and Smelter Supply Company of Denver, of which he is president. This company has branches in the City of Mexico, Salt Lake City, El Paso, and Denver, handling a large amount of mining machinery throughout the West. He and his brother also own one of the largest cattle ranches in Wyoming. Mr. Cary's intelligent financial guidance was vital in the development of the great plant at Encampment.



TRANSFER AND POWER-STATION NO. 1, ABOUT FOUR MILES WEST OF ENCAMPMENT.





CYRUS TOWNSEND BRADY.  
Whose latest novel, "The Southerners," is a thrilling story of the Civil War.



## Books and Authors

By La Salle A. Maynard



HORACE GREELEY,  
Of whom an interesting new biography has been recently published.

FEW PROMINENT in American public life during the latter half of the nineteenth century had a more distinct and forceful personality, and a career richer in unusual and remarkable experiences, than Horace Greeley, the famous journalist, whose life has been made the subject of the latest volume in Appleton's Historic Lives series, the author being William A. Linn, himself a member of the editorial craft of many years' standing. The biography is such as one might expect from so skilled, experienced, and sympathetic a hand—concise, direct, and crisp in style, replete with anecdote and incident, with the emphasis on those phases of Greeley's career which have the deepest human interest. The great editor, as every one knows, was generous and kind-hearted to a fault, and beggars of all types generally found in him an easy victim. A few cases are on record, however, where he did not yield to the demands upon his purse. One of these is related by Mr. Linn. A visitor who called on Mr. Greeley one day found him in his sanctum with a persistent bore of the subscription-paper variety seated by his side. "The editor's patience had evidently been almost exhausted, and as he wrote on steadily he would give an occasional kick toward the caller, who would every now and then put in a word. Finally, turning round, Greeley said: 'Tell me what you want. Tell me quick, and in one sentence.' The man said, 'I want a subscription, Mr. Greeley, for a cause which will prevent a thousand of our fellow-beings from going to hell!' Greeley shouted, 'I will not give you a single cent. There don't half enough go there now.'" As Greeley was a Universalist, adds Mr. Linn, this reply was not so severe as it sounded.

MR. GREELEY had his views as to literature in general, and as to poetry in particular; views, it need hardly be said, which were somewhat out of joint with those held by most critics. Thus, as Mr. Linn tells us, he gave a lecture once on poets and poetry, in which he pronounced Spenser's immortal creation of the queen of fairy-land "a bore unreal, insupportable"; and in another literary discourse he styled Shakespeare as "the highest type of literary hack," finding in his writings a combination of "starry flights and paltry jokes, celestial penetration and contemptible puns," but expressed at the same time his unqualified admiration of Mrs. Hemans, in whose "Adopted Child" he had found "hours of pure and tranquil pleasure." Notwithstanding this strain of philistinism, Greeley's lectures on literary topics, as well as on subjects of reform, where he was most at home, were immensely popular, and as a "drawing card" on the lyceum platform of his day he ranked next to Bayard Taylor, and ahead of such brilliant stars as Emerson, John G. Saxe, Theodore Parker, and George William Curtis. He was not as good an orator as any of these, but his newspaper work made him widely known everywhere, and his originality and native wit imparted a spice to his discourse that attracted and delighted the people.

GREELEY SERVED one term in Congress, being elected thereto from an upper district in New York City in 1848, and signalized his career as a national legislator by attacking several long-standing abuses of legislative procedure, both on the floor of the House and in the columns of the *Tribune*, for which he wrote regularly during the entire period of his Washington life. In this dual capacity of a law-maker and the editor of a powerful metropolitan journal at the same time, he had a great advantage over most of his fellow-members, and exerted an influence from the start such as few new men could do. It was only two days, as Mr. Linn tells us, after Greeley took his seat in Congress that he found occasion to score the members who habitually absented themselves from the sessions, and thus neglected their duties. In a letter to the *Tribune*, speaking of the "annual hypocrisy" of electing a chaplain, he said: "If either house had a chaplain who dared preach to its members what they ought to hear—of their faithlessness, their neglected duty, their iniquitous waste of time by taking from the treasury money which they have not even attempted to earn—there would be some sense in the chaplain business." A little later in the same session the vigilant and lynx-eyed editor fired off his double-barreled gun at the mileage abuse, and involved himself in a bitter and protracted controversy thereby. He hired a clerk to make out a table showing what various members drew from the public treasury on the mileage

account, with a comparison of the amounts they would have drawn had they made out their statements honestly. It appeared from this table that some of the members were receiving as high as \$1,000 a year in excess of their just allowances. When the table appeared in the *Tribune* it brought down a storm on the daring editor's head. "I had expected it would kick up a dust," wrote Greeley, afterward; "but my expectations were outrun." Alluding to the same experience in a letter written at the time to his friend Griswold, he said: "I have divided the House into two parts, one that would like to see me extinguished, and the other that wouldn't be satisfied without a hand in doing it." But in this instance Greeley seems to have had his trouble for his pains, for no result came of his *expose* other than to bring upon him many fierce attacks from his fellow-legislators, who charged him with being a notoriety-seeker, a small and mean-souled person, and other bad things. The charges made by Greeley were finally investigated by a committee, who made a report exonerating everybody, and there the matter dropped.

MR. JOHN D. BARRY has dipped his pen into his own extended, varied, and successful experiences as a dramatic critic for the coloring, the scenery, and the characters of his latest novel, "A Daughter of Thespis" (L. C. Page & Co.), and has thus given a realistic atmosphere, an air of verisimilitude, to his story of stage life which it could not otherwise have

this series, the Ruskin has proven unexpectedly popular, and so has the Whittier. In the autumn the Macmillan Company will issue in this same series a biography of Lowell by Henry van Dyke, one of Emerson by George E. Woodberry, and one of Benjamin Franklin by Mr. Owen Wister.

"FIRE AND SWORD IN SHANSI" is the suggestive title of a volume issued by the Revells that recounts the martyrdom of foreigners and Chinese Christians in the province of Shansi. E. H. Edwards, the author, has been for twenty years a medical missionary in the province of which he writes, and with the force of an eye-witness he pictures the sorrowful and yet inspiring death of so many faithful Christians. The volume is much more than just this, however, for the reconstructive methods that have been pursued since then are ably presented and discussed. Not the least attraction is a preface by Dr. Alexander MacLaren, containing a touching tribute to this new page in the world's book of martyrs.

IT WAS "The Garden of the Commuter's Wife," that raised the puzzling question in the minds of some English readers as to what a commuter might be. To the facetious there may be some correlation between the commuting hosts and the title chosen by the author of this earlier book for one lately issued by the Macmillan Company. In "The People of the Whirlpool" the effect which a small colony of New Yorkers produces upon an intelligent rural community is made the subject of a similar book.

IN HIS latest novel, "The Southerners" (Charles Scribner's Sons), that versatile and prolific writer, Mr. Cyrus Townsend Brady, has swung out for the time being from the regions of historical romance, and also from the seas, where he had achieved his greatest success hitherto, and has given us a story set in the framework of the tragedies, passions, agonies, and horrors of the Civil War. The story reproduces in fiction the saddest and most dramatic situation, which doubtless happened often in fact, where a Southern family found itself divided in interest and sympathy between the two parties in the great conflict, with the unhappy and tragic consequences usually following such an antagonism. Thus the hero of this story, a member of a Mobile family, espouses the cause of the North and goes into service under Admiral Farragut, fights against his father and brother in the harbor of his native city and is dangerously wounded. He is estranged from his sweetheart also in the same way, but love finds a way, as it always does in the end, to solve all difficulties, and happiness comes with peace. In literary grace and charm the story is equal to the best of Mr. Brady's previous stories, and he shows great tact in holding the balance even, so far as sympathy and interest go, on both sides. If it teaches any one thing more specifically than another, it is that war is cruel and horrid, and that is good teaching at this time when so many wretched fallacies are current concerning this thing.

WE HAVE not been accustomed to look to Dr. S. Weir Mitchell for purely humorous reading, but since he never does anything that he does not do well, we are not surprised to find his "A Comedy of Conscience" (The Century Company) a capital book of its kind. The humor of it, as one might expect, is of the quiet yet pure and true sort, and immensely captivating. It has to do chiefly with the adventures of Serena Vernon, an excellent spinster, and is full of ingenious, and some ridiculous, situations.

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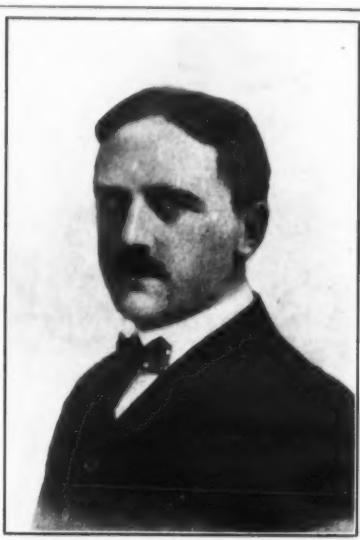
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EDNA KENTON,  
Author of "What Manner of Man."



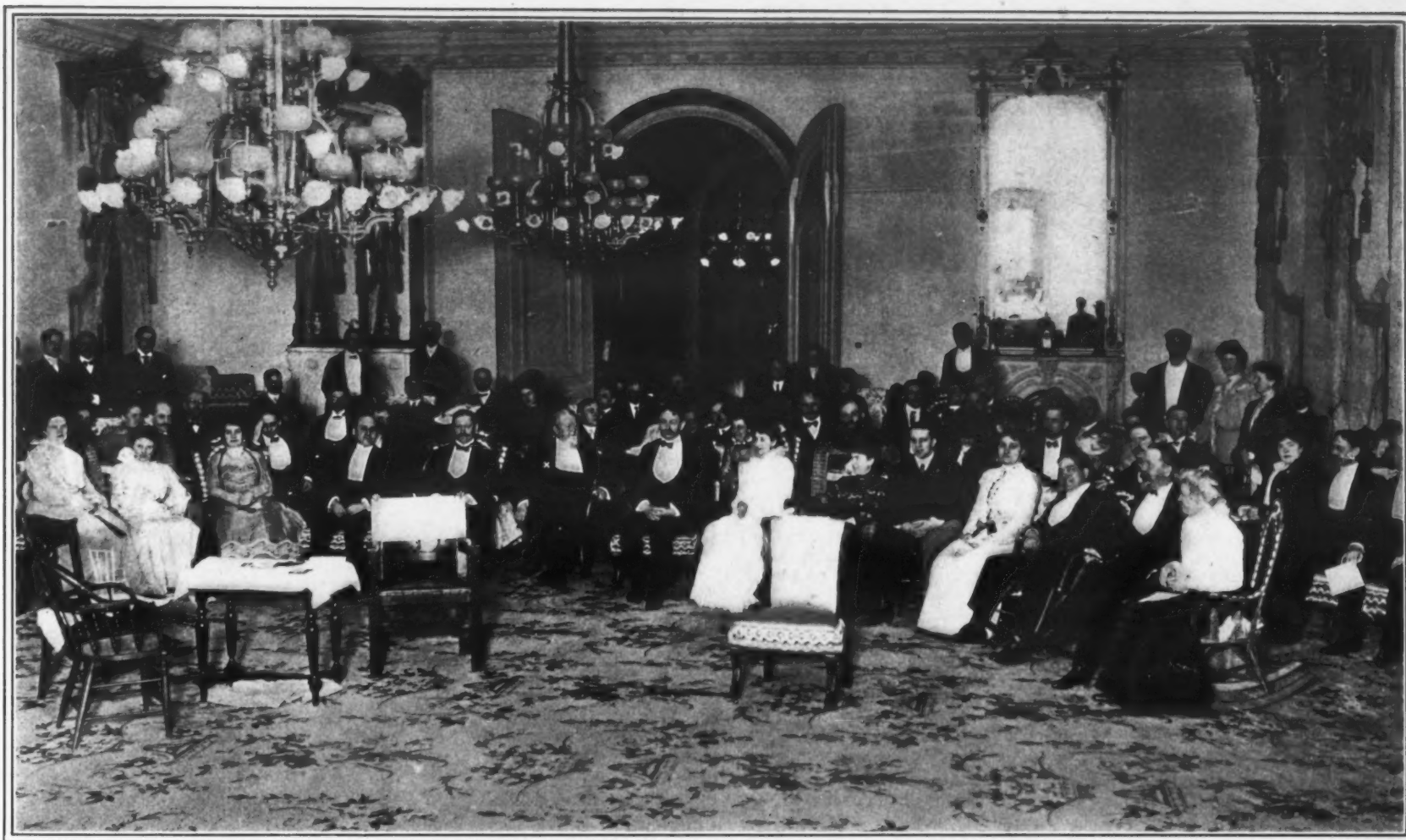
JOHN D. BARRY,  
The well-known dramatic critic.

had, and thus a piquancy and liveliness of interest which make it very absorbing.

THE ENJOYMENT and satisfaction derivable from Edna Kenton's story, "What Manner of Man" (The Bobbs-Merrill Company, Indianapolis), will depend more than it does in most stories upon the temperament of the reader, or the attitude of mind which he may happen to take as he reads. It will have the deepest interest for those who care for psychological study as well as good fiction; for the characters of Kirk Thayer, the artist, and Clodah Rohan, the simple-hearted and lovely Scottish maiden whom he marries because she makes for him such a fine model, pass through phases of experience and betray curious tendencies of human nature which form a highly absorbing theme for speculation. The marriage is one of pure love on the part of Clodah, who in her island home off the wild, rugged coast of Sutherlandshire, had grown to womanhood with no companions save her father, the stern and Puritanic leader of the Rohanite clan, and her two brothers, honest, brave, untutored folk, who knew little and cared less for the ways of the great world without. Kirk Thayer, a man of refined tastes and aristocratic breeding, but with moral sensibility somewhat blunted by high living, wanders over to the island of Eilean Rohan, meets Clodah accidentally, and, struck with her rare and surpassing grace and beauty, woos and wins her from artistic motives only. Afterward, when the truth of this dawns upon Clodah, the shock of it literally breaks her heart, and she dies, while Thayer himself realizes when it is too late what a treasure he has lost. The story is a fascinating one and shows rare literary power and insight.

THE MACMILLAN COMPANY has published a biography of Browning in the English Men of Letters series. This is the work of Mr. G. K. Chesterton, whose little book of essays, "The Defendant," attracted an amount of attention disproportionate to its size. He is now regarded as one of the very cleverest and most brilliant among the younger English critics and essayists. Of the volumes recently published in





UNIQUE FORMAL OPENING OF THE SARATOGA SEASON.

THE SARATOGA LIMITED CLUB IN SESSION AT THE UNITED STATES HOTEL, PRESIDENT GEORGE H. DANIELS (X) PRESIDING.—(G. J. Hare.)

### Saratoga Season's Unique Opening.

THOSE WHO have visited the medicinal springs at Carlsbad, Germany, know how the season at this famous health resort is formally opened in May each year by a religious procession, and by the blessing of the springs, a spiritual dedication of the waters to the restoration of health. But the formal beginning of the season at Saratoga Springs, New York, is celebrated in another way—by the annual meeting of the "Saratoga Limited Club," a conception of the versatile mind of Mr. George H. Daniels, the general passenger agent of the New York Central Railroad. The members of the Saratoga Club are New York newspaper men; and once a year the club is the guest of the New York Central road, on the first run of the season of the Saratoga limited train from New York City to the Springs. At Saratoga, the club is entertained over Sunday by the hotels of the resort. The club's sessions are laughable burlesques. At the meeting this year, June 20th, Mr. Daniels was, according to invariable custom, re-elected president of the organization. The annual report of the treasurer, Mr. Charles W. Price, of New York, editor of the *Electrical Review*, on a treasury without a treasure, was particularly interesting and humorous. The meeting was made notable, too, by the presence as a guest of Commander Robert E. Peary, who talked to the club of some of his experiences and hopes in seeking the North Pole.

### How the Navy Learns To Shoot.

Continued from page 32.

The combined weight of a single discharge of the entire battery of the *Kearsarge*, for instance, is surprisingly high. The four 13-inch shells weigh 4,400 pounds; the four 8-inch shells, being 250 pounds each, weigh, combined, 1,000 pounds; the fourteen 5-inch guns' shells, being sixty pounds each, weigh 840 pounds; the twenty 6-pounders weigh 120 pounds, and the eight 1-pounders eight pounds. This is a total of 6,368 pounds, or more than three tons of the hardest steel. The whole squadron of seven battle-ships with a single discharge of the guns of all its vessels would throw about twenty-three tons of steel.

The great 13-inch projectile, which flies straight through the air at the rate of a mile a second, is provided with a soft steel tip which serves a double purpose. When the shell strikes, this soft tip acts as a lubricant to the main body of the great steel bullet, making more easy its passage through or into the object which it has struck. Besides, this soft point makes the projectile "bite" better. When the load strikes a surface at a slant the soft tip prevents the shell from glancing off.

These great naval weapons are not as complicated as the stranger to them might naturally suppose. There are not many movements in the loading of a 13-inch gun. The breech plug is opened, the shell is driven in by an electric ram that works on the principle of the telescope, lengthening itself in sections; then the powder is put in—between three hundred and four hundred pounds of the smokeless variety, and 500 pounds of the old brown powder; then the primer,

which is the "cap" of the gun, is set in place; the breech is closed, and the gun is then loaded. In the newest battle-ships electricity does the heavy work. It hoists the projectiles and powder from the handling-room, on a curious curved track, up to the breech of the gun. It shoves the projectile into its place, and by the electric current the gun is aimed. And it is the electric spark which at last discharges the load.

The sailors of the navy are intensely interested in target practice. There is among them great loyalty for their own ships, and they delight in being near when the guns are discharged, so that they may watch the rapid flight of the projectile toward the targets. For not all of the sailors are given stations "behind the guns." The men in the gun-turrets are picked men—selected for their experience, their coolness, and their promptness in obeying commands. Even while a man-o'-war is in harbor a trusted man is always on duty in each gun turret, and this man comes to have great affection for his formidable charges. The biggest rifles are honored with a proper name. In the after turret of the *Kearsarge* one of the 13-inch "heavy weights" is "John L.," and the other "Fitz."

### An Age of Readjustments.

JAMES BRYCE, who has made a more exhaustive study of our institutions than any other foreigner, recently said to a company of Americans about to sail for the United States: "Go back to the splendid world across the sea; but don't you make a failure of it. You cannot go on twenty-five years more in your great cities as you have been doing. Don't you do it. If you do, you will set us liberals back in Europe five hundred years." When power was furnished by muscles it was individualistic; industry was, therefore, individualistic, and so was society. The steam-engine de-individualized industry and organized it, and this industrial revolution has, created social revolution with the result that civilization, which one hundred years ago was individualistic, is now collective.

In the age of homespun, the farmer and his wife together knew ten or a dozen trades. In the age of the factory, each trade is represented by dozens of machines, and each machine has its operative, and each operative is dependent on dozens of others for the finished product. Thus in the old civilization, industrially speaking, the family was a little world; in the new, the world is rapidly becoming one great family. In the old, men were independent; in the new, they are interdependent. In the old, relations were few and simple; in the new, they are many and complex. In the old, the great problems were those of the individual; in the new, they are those of society. Conditions are new and strange, and this is a period of transition and of social readjustment.

Geologists tell us that at certain periods in the history of the earth some forms of animal and vegetable life, which had been common, suddenly became rare or extinct, while other fauna and flora, formerly rare, suddenly multiplied. The explanation is that an important change took place in the climate or in the food supply; and those forms of life which could not adapt themselves to the new environment perished or became rare, while those forms better adapted or more adaptable covered the earth and filled the sea. This illustrates the vital law that there must always be a certain correspondence between all life and its environment; and if there is a radical change in the latter, there must be a corresponding change and readjustment in the former, or it must perish.

For lack of readaptation to the changed conditions of the new civilization numberless business men have failed, thousands of churches have died, and, as we have seen, many thousands of lives are yearly sacrificed in our cities. For lack of readaptation we have bitter strife between capital and labor, strikes and lock-outs, discontent and riot, anarchy, murder, and suicide. When the process of readjustment is blind and unintelligent, it is terribly costly in time, in money, in suffering, and life. The process of readjustment to new conditions, so far as it is conscious, is one of experiment. Thousands of experiments are now being made in legislation, in government, in sanitation, in charity, in religion, in reform, in the reconciliation of capital and labor—in every department of human life and activity. Many of these experiments fail; some of them succeed.

All these results, whether positive or negative, cast some light on the great problem of readjustment.

### Ohio—The State That Leads.

COLUMBIA, from dreams of peace,  
Awoke one summer morn  
And saw an angel in a field  
Of green and rippling corn.  
He had a book, a mighty book,  
Laid open on his knee,  
And in it with a golden pen  
Was writing busily.

SHE GATHERED up her starry skirts,  
And through the waving flame  
Of scarlet poppies bathed in dew,  
Unto his shoulder came,  
And read no record of the sky,  
No mortal loves nor hates,  
But, neatly written in a row,  
The names of all the States.

EACH ONE according to its worth  
Was placed upon the page,  
And opposite was briefly set  
The angel's judgment sage;  
And some were rated "Very good,"  
But one was marked the "Best."  
It was Ohio—at the top;  
Her name led all the rest.

MINNA IRVING.





## In the World of Sports

By H. P. Burchell



### ACCUSTOMING HORSES TO THE AUTOMOBILE.

The efforts now being made by members of the leading automobile clubs of the fashionable resorts to accustom the horses of the neighborhood to the sight of motor vehicles on the highway are said to be proving very successful where the following method has been employed: A place is selected, preferably a small square, in the town where the road is wide, or a mile of wide road where there are no ditches, if possible. Have the horse or horses to be trained driven five or six miles sharply before the lesson begins. A well-fed animal just taken from the stable is apt to feel so good that he will "cut up" on the least provocation. The horse to be trained should, if possible, be harnessed alongside of a horse that is accustomed to automobiles. If this cannot be done he should be driven. It has not been found satisfactory to lead or ride a horse in breaking him in to an automobile, as under these circumstances he is too free and too little subject to control. For the first lesson send the automobile around the square or along the road at about six miles an hour. Have the horse which is to be trained follow the automobile at a distance of about ten feet. He will do this without protest. Let him follow the automobile about fifteen minutes. Then have the horse pass the automobile, leaving it on the off side. The horse will probably shy a little away from the vehicle. Do not attempt, if the road will permit, to hold him up to the automobile or to whip him on the near side, but let him shy all he wants. As soon as he has passed the automobile he will probably break into a run. Do not check him too suddenly, but speak to him and he will come to a slow trot. Then have the automobile speed up and pass the horse, leaving him on the off side. Repeat these operations five or six times for another fifteen minutes. The horse will have become so accustomed to the automobile that he will no longer shy or run in passing it. A horse is really a very nervous animal and his lessons should not be too long; thirty minutes is enough for the first day. The point particularly to be impressed is to always let a horse shy in passing an automobile if the road will permit. There are occasions where the road is so narrow and the ditch so abrupt, that not only must a horse be kept up to the automobile, but also he must be struck smartly with the whip to keep him from turning around and to prevent his capsizing the vehicle into the ditch.

**NOVELTIES IN BUSINESS VEHICLES.**—A majority of the business automobiles now being used as delivery wagons by business firms, both wholesale and retail, are of the conventional shape, but there is a growing tendency to the use of vehicles of peculiar form, which are in themselves an advertisement of the business to which they are devoted. A conspicuous example of this class of automobiles is one in the shape of a large trunk, which is now being used as a delivery wagon by a New York merchant who deals in traveling accessories. Straps, locks, bolts, and handles are faithfully reproduced, and the effect is heightened by the absence of horses. Another of these freak wagons imitates a box of cigarettes of a certain brand, which of course is used to deliver, while another is in outward appearance a gigantic shoe. If the fashion grows, our streets are likely to present a curious appearance in a year or two, and before many years the horse-drawn vehicle will be a novelty.

**SHAMROCK III. IN DRY DOCK.**—Now that we have been enabled to view the latest challenger for the America's cup in all her naked simplicity our ideas have materially changed from the shape they took on the receipt of the garbled reports sent here from the other side at the time *Shamrock III.* first saw the light. A cablegram at the time of her launching described her as a radical departure from recent cup challengers and a return to the typical cutter. As she appeared in dry dock after her arrival here, in all her fair proportions of upperbody and underbody, she looked anything but a typical English cutter. She will be an easy boat to drive and apparently possesses much power. She has a very different section from anything yet sent over and shows no liability to pound, so that nothing tends to kill her speed. She is a wonderfully modeled boat, absolutely fair and beautifully finished. Compared with *Reliance* her underbody is much fuller and deeper, but she resembles the latest Herreshoff boat in the convex line of the forefoot. In this feature both of the new boats are modeled after the *Columbia*. The upperbody of the challenger is even more like the *Columbia* than her underbody. The curve of the stem is almost identical, though perhaps a little sharper, and the resemblance is apparent in the runs, in the counters, and in the freeboard. She is, however, a beamier boat and she carries her beam further aft. In light and moderate breezes the challenger is undoubtedly fast, and her well-rounded forefoot indicates that she is the most weatherly boat ever sent after the cup. It is probable that she is relatively faster on the wind than off it. In a hard breeze she is not likely to prove dangerous. It would seem that Mr. Fife had aimed at producing a boat that will be at her best in moderate weather and that he had apparently succeeded.

**THE PASSING OF THE RACE-TRACK TIPSTER.**—One thing which has been noticeable this season by those who frequent the various race-tracks, is the absence of the horde of tipsters who formerly swarmed, with their objectionable manners and loud cries, on the cars going to the races and the approaches to the tracks. Last year was a prosperous one for the tipping business, but the revelations regarding the many fraudulent turf concerns throughout the country have hurt it greatly. One tipster, who sold his tips rapidly last season through many agents, is doing his own hawking now. Another recently went through several trains loaded with race-goers, without being able to convince a single person that he was able to pick winners.

**SKATERS ALLIED WITH THE A. A. U.**—The newly-formed National Skating Association, which is to control all the ice-skating and ice-hockey in the United States, has formed an alliance with the Amateur Athletic Union. These two organizations agree in future to work as a unit, and recognize each other's suspensions. Members of clubs which are members of the Amateur Skating Association of the United States, shall be subject to test, as to their eligibility to participate in athletic competitions approved by the Amateur Athletic Union, exclusively by the conditions of competition prescribed by the constitution of the Amateur Athletic Union. Clubs, or members of clubs, of the Amateur Athletic Union, and all registered athletes of the Amateur Athletic Union, may participate in the skating competitions of the Amateur Skating Association of the United States, when they conform to all the requirements of the rules and regulations as may be approved by the authority under which such competitions are held.

### THE YOUNG ELEMENT

**IN POLO.**—Polo will be to a larger extent than ever this season a game for the younger players. The enthusiasm which they showed for the sport last season has continued with increasing force this year, and the games thus far have been played almost entirely by the younger element in polo. In only two games in the Lakewood tournament did the really big players come out on the field, and that was when the first team of the Westchester Country Club appeared; but owing to the fact that it had to allow such a heavy handicap, it lost the final match for the Georgian Court cups, after winning its first match. This team was composed of John E. Cowdin, Lawrence Waterbury, James M. Waterbury, Jr., and Harry Payne Whitney. There has been some comment among polo players as to the club change this season in the Waterbury brothers and Cowdin. They have appeared under the Westchester name instead of under Lakewood. The Lakewood Club adopted the radical policy two years ago of drawing all the best players under its standard, and was thus enabled to win the championship two years ago, and virtually won it last year, but lost the award through a technicality. It is understood that George Gould intends to play only his regular club team this year, that is, himself, Kingdon and Jay Gould, his sons, and Benjamin Nicoll as back. This is the only Lakewood team that has appeared in any match thus far. Mr. Gould, so it is said, intends to restrict his club playing hereafter to purely Lakewood players, and he is endeavoring to bring out a strong team of his own club material. In his sons he surely has two of the most promising young polo players in the country, and it is probably to give them encouragement in the game by throwing the responsibility of the success of the Lakewood polo team partly upon their own efforts that he has practically decided to abandon the policy of gathering an aggregation of star players. The three Goulds, with Mr. Nicoll, will probably be the only Lakewood players who will appear on the field this season as representatives of that club. It is another indication of the strength and influence being exerted upon the game by the younger players, and those who are interested in the games will hail this new policy of Mr. Gould's with delight.

### A European United States Foretold.

**MR. ANDREW CARNEGIE** made a noteworthy speech recently while opening a library at West Ham, England. He announced his opinion that patriotism must become "larger in its scope," and that Europe must become "consolidated" like America. "It was perfectly ridiculous that a nation of the size only of France or Germany, or Austria-Hungary or Italy, not to mention our own little island, should think it ever could amount to much materially. It was a physical impossibility." In a subsequent interview in the London *Express* Mr. Carnegie explained that islands like Great Britain and Ireland, with an area less than that of Texas, could not hope to be permanently pre-eminent; that Canada had no future except as part of the United States, and that the whole white population of the British colonies, ten millions in all, is not equal to the seventeen millions which America adds to her population every ten years.

LIGHTER hearts and stronger bodies follow the use of Abbott's, the Original Angostura Bitters. At grocers'.



THE PICKET. WINNER, IN RECORD TIME, OF THE AMERICAN DERBY (PURSE \$32,000) AT CHICAGO, WITH HIS FLORAL SADDLE AND HIS JOCKEY, HELGESEN.—Wright.



JOCKEY HELGESEN, WHO, IN THE PRESENCE OF 70,000 PEOPLE, RODE THE PICKET TO VICTORY IN THE AMERICAN DERBY.—Wright.



ANIMATED AND ATTRACTIVE SCENE ON THE LAWN OF WASHINGTON PARK, CHICAGO, DURING THE RECENT AMERICAN DERBY DAY.—Wright.





PROCESSION OF THE GRADUATING CLASS ON ITS WAY TO THE HALL WHERE THE DIPLOMAS WERE GIVEN OUT.



PROMINENT FIGURES AT THE CLOSING EXERCISES OF THE SCHOOL YEAR.—LEFT TO RIGHT: TRUSTEE S. D. HALLIDAY, REV. C. M. TYLER, PRESIDENT J. G. SCHURMAN, EX-PRESIDENT ANDREW D. WHITE, GROUP OF LEADING ALUMNI.

#### CORNELL UNIVERSITY'S MOST IMPORTANT COMMENCEMENT.

GRADUATION OF THE LARGEST CLASS IN THE HISTORY OF THE INSTITUTION THE OCCASION FOR A NOTABLE GATHERING.—Sheldon.

#### Mont Pelee's Remarkable New Cone.

IT IS A strange and interesting fact that a new cone is forming on the crater of Mont Pelée, island of Martinique, at its summit, which is daily being pushed up, until now it has reached a height of nearly thirteen hundred feet. This cone is entirely independent and outside of the opening of the mountain where the outburst took place that destroyed St. Pierre. This opening was at a point about two-thirds of the distance from the top of the mountain, whereas the cone is rising from the extreme top. The smoke seen in the picture comes from the first opening, called by the French "*fumerolles*." When the building up of this cone by the hidden forces will cease of course no one can tell. It is predicted, however, that the formation will yet be one of the wonders of the world. It is as regular in its shape as a sugar-loaf. At its present height it is more wonderful than the famous "Pitons" of St. Lucia. That makes its base at the sea, this one at the top of the moun-



STRIKING CHANGE IN THE APPEARANCE OF MONT PEELE. MARTINIQUE'S DESTRUCTIVE VOLCANO BUILDING UP ON ITS TOP A NEW AND MASSIVE CONE.  
Lightbourn.

tain. Pelée's curious latest freak has aroused great interest in scientific circles and is certain to attract sightseers from many parts of the world.

#### A Fruit Market in France.

SEVERAL COMMISSION merchants at Nantes, France, have requested Mr. Ridgely, our consul in that city, to secure for them the agency of responsible fruit-exporting houses in the United States. There is a growing market in all western and northwestern France for American dried fruits, and the demand is unusually active this year because of the almost complete failure of the French fruit crop. Any of our American fruit exporters who wish to be represented at Nantes need only communicate with Mr. Ridgely. The merchants at Nantes are interested in California prunes, dried apricots, and dried apples. They wish particularly to hear from California firms that will export these products direct to Nantes, as they do not care to do business through middlemen at Antwerp, Hamburg, or Liverpool.



# A Children's Paradise

Paris, a City of Unlimited Playgrounds

By Eleanor Franklin



PARIS, July 1st, 1903.

PARIS HAS been called by several dozen different people in several dozen different ways.

"A heaven for women and a hell for horses." Now, hell is supposed to be a place of punishment, and if Paris is not a place of punishment for horses ye governing angel save my soul from transmigration into any horse that must live a life out in a worse place! The cruelty to horses that is so commonly and openly practiced in Paris makes a visit to that city a constant torture to a sensitive lover of animals. The thousands of poor old cab-horses are driven every day to the very limit of their strength, and all the time they are patiently trotting, trotting back and forth over the rough cobbles and slippery asphalt they are under the lash of the whip. The crack of the cabman's whip is as much a part of the street noise of Paris as is the clang of street-car bells in New York, and nobody ever seems to protest. Oh, you poor old patient, solemn-eyed horse! How often I have wished you knew your strength and would kick the rickety old cab and your bleary-eyed, hard-visaged driver into a thousand pieces! That may sound wicked, but horses could insist upon being treated gently if they only knew how.

About the first thing one notices in London, after a few weeks' sojourn in Paris, is the great difference between the London and the Paris cab-horses. It argues well for the Anglo-Saxon that his horses look sleek and well groomed, that they don't look slovenly and tired and unhappy, that they are seldom overworked. It is an unmistakable evidence of Anglo-Saxon stability of character. But what a divergence! I started to write about children's playgrounds. I suppose Paris is called a woman's paradise because it is so full of beautiful shops crowded with alluring luxuries and soul-warping trinkets. A heaven for women! What a perverted idea of the city celestial. If it be heaven then its fair inhabitants must be angels, *n'est pas*? Into what a lurid lot of incongruities a careful analysis of this poetic statement would plunge one! Heaven, indeed? One needs but to stroll down any boulevard in Paris at midnight, when the day's pleasure is at its height, to lose forever any flickering fancy which may have found lodgment in one's imagination regarding the reality of all this glittering tinsel.

It is a *papier-mache* heaven, full of gaudily painted and saw-dust stuffed angels, and to these it may be heaven indeed. But to these let no odes be written. No, I cannot see the desirability of Paris as a place of residence for womankind, because its fascinations are not of a healthy order; but I must confess that to me it seems a veritable paradise for children—the happy little souls who only see the outward beauty of life, who have not yet developed the power of penetrating to its ugly secrets. What citizen of any big town anywhere, that has its park and green squares, does not enjoy above all things else watching the little bare-legged boys and girls tumbling in a pell-mell luxury of babyhood upon the grass, or romping at their sweet will along the clean, graveled walks? New York is regrettably deficient in green spots, especially in the lower end of the town, where the parching thousands of poor, half-fed children try so pitifully hard to be happy in the dirty, narrow, hot, noisy, merciless streets. True, New York has Central Park open to anybody who cares to enter, but it is away up town, as much out of the reach of the small, suffering population of Elizabeth Street as the Adirondacks are. Or, at least to their tiny imaginations, this must be so. Besides, Central Park is for the smartly dressed children, the little aristocrats, with white-bibbed nurses and little comfortable carriages to take them up when they are tired. It is the place of brilliant equipages, of fashion and frivolity, and it would be too bad to spoil it with a shrieking crowd of ragamuffins from the lower East Side. It would ruin it altogether. So, after all, the heaven so near the poor little people of New York is closed against them by an inexorable, if unwritten, law—the law of caste.

Too bad there isn't room for a park on the lower end of Manhattan Island. I haven't forgotten Madison Square and

Union Square and a number of other green spots here and there; but these are so close to the din of traffic and so crowded with idle men that they are not the most desirable playgrounds. But they are open, wide open, and free to all; and deficient as New York seems to be in this respect, it is greatly in advance of London, iron-fenced, merciless London. It is not that London hasn't plenty of breathing space. One can hardly turn without coming upon a little square or a large park. They are everywhere, but most of them are fenced in with high iron fences and

space full of fountains and flowers and great spreading horse-chestnut trees, that is like a great park; and it stretches invitingly onward toward the majestic Arc de Triomphe without a fence, without a wire or stake even, to mark a boundary—and, wonder of wonders! without a single sign "Keep off the grass."

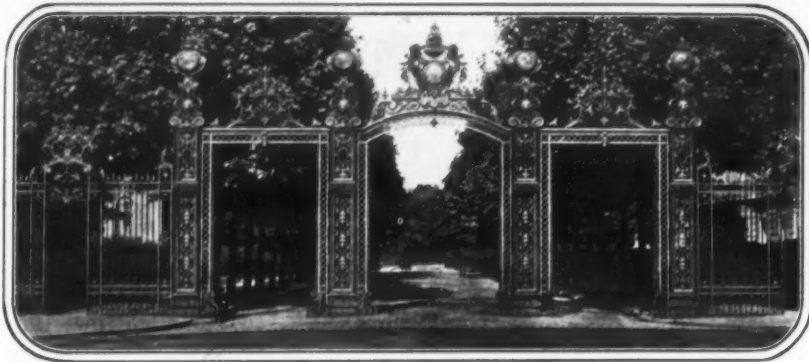
And here the children gather in all seasons and at most all times, children of all classes, attended and unattended, in silks and laces, or in rags and tatters. A children's paradise indeed! Well, I should think it is. The Champs Elysées leads into the Avenue de la Grande Armée and the Avenue du Bois de Boulogne, both branching out to form two points of the Place de l'Etoile, "the place of the star," in the centre of which stands the Arc de Triomphe. These avenues, wide and full of shade, merge after a short distance into the Bois de Boulogne, which is exactly what its name implies—the woods of Boulogne. Right here, in the heart of Paris and within easy distance of poor Paris, too, is this glorious old forest with hardly a rule to violate—and Paris takes advantage of it. The crowds of women and children one sees on a drive

through this beautiful old place are enough to make one thoroughly happy, even in a picture where it is so hard to keep from seeing the ugly "hidden things."

Coming up the Champs Elysées we entirely forget to branch off from the Arc de Triomphe, and go a step down the Avenue Hoche into the delicious little Parc de Monceau. This is the most beautiful little spot in Paris, and I don't see how anything could be more beautiful in the whole wide world. It belonged in the beginning to the father of Louis Philippe, and was laid out by him "in so novel and attractive a style that it soon became one of the most fashionable resorts of the *beau-monde*." So the inevitable guide-book tells us. It also tells, in the unmistakable manner of guide-books, of "balls, plays, and fêtes of the most brilliant description" which were wont to be celebrated upon its velvet lawns and among its statues and sparkling fountains. One's imagination can do one a pretty turn by weaving brilliant fancies through the lights and shadows of this calmly sweet old garden, but they are sure to be shattered into rainbow fragments by a peal of childish laughter, for Parc de Monceau has come to be the children's park more than any other in Paris, I think, and through all the warm hours of the afternoon it is crowded with the happiest little people in the world, who romp and scream over the soft grass with as free abandon as was ever enjoyed by the belles and beaux of Louis Philippe's time; and one cannot help but think what a pleasant memory Parc de Monceau will be to them when they have grown up and gone out into the world of work and strife—become "children of a larger growth," who take pleasures too seriously to make really sweet recollections out of them.

If we could only give all the children beautiful memories, what a great thing we would be doing for them! What a shining light we would be placing in their souls to help them over life's dark places. The memory of a happy childhood, what a dear possession! And, unless it has in it the odor of green grass and flowers, the fresh smell of earth and water, the gleam of broad blue sky, and the trill of bird notes, how can it be happy? I suppose many of them are happy without all this, but how we pity their benighted little souls. Parc de Monceau is not the end of the Parisian children's paradise. Dear me, no! There are youngsters on the other side of the Seine who have never even heard of it, but they have their own Luxembourg Garden, which is so much a children's public playground that it has come to be one of the "sights" of Paris, and visitors are admonished to go to Luxembourg and "watch the children."

Those living nearer the Seine can cross the river also sometimes to play in the garden of the Tuileries, or to feed the birds in the Place du Carrousel, which, by the way, is a most interesting performance, and should also be put in the guide-books as one of the things to see. The gardens are full of birds, song-birds by the thousands, that make the early morning sparkle with their music, and there is a little old man who has an army of them in the Place du

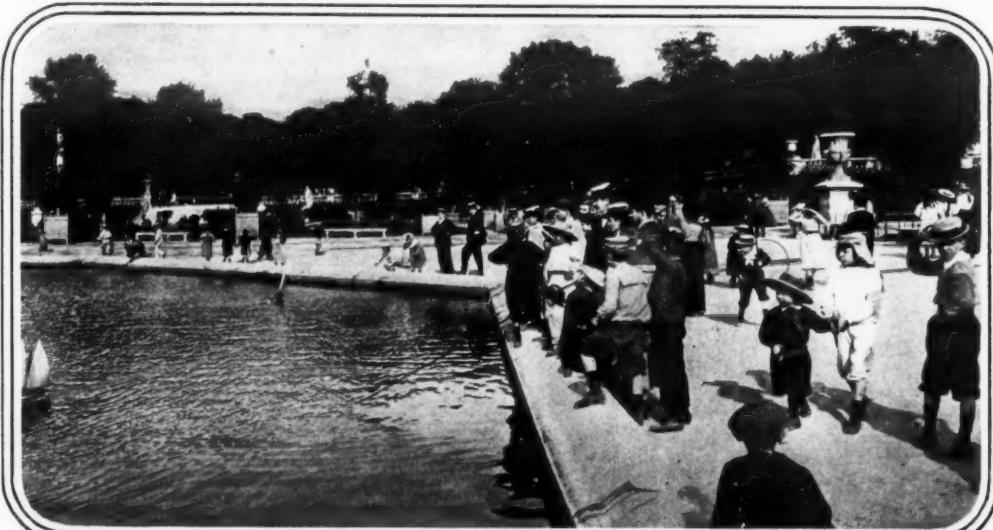


THE BEAUTIFUL ENTRANCE TO THE PARC DE MONCEAU.

locked from the public. These are, of course, private property, belonging to a block of houses or to a private residence, as the case may be; but they are out in an open square, unattached in any way, and would be such a boon to suffering humanity if they were thrown open to the public. But no, sir; they are high-barred and tight-locked, and only those so fortunate as to possess keys to the gates can gain entrance.

I've seen crowds of children in the burning streets of New York dodging trucks and street-cars in a jolly effort to play a game of "shinney" or baseball. I have deplored the fact that they must so endanger their lives and get so little real enjoyment out of fleeting childhood; but I have recognized that there was nothing else for them to do. There was nothing else in sight, at least. The street was the most attractive place, and they naturally chose it for their playground. But the most exasperating thing I think I ever saw was a crowd of poor little youngsters in London with their faces pressed against the iron bars of Bedford Square, watching with longing and eager eyes the games being played by some smartly dressed children inside. There was no envy or bitterness in any of the little faces, only childish eagerness and half-conscious longing. How I wanted to batter down the ugly fence and tumble them all helter-skelter into the cool green grass. London may be admirably gentle with its work horses, but it is too precious fond of high iron fences. They are indulged in to the eternal disfigurement of the whole city.

But Paris! Paris is a great, big picture-puzzle, full of beautiful green spaces and fairy nooks, and on the surface it smiles, smiles all the time. Of course there are hosts of ugly hidden things in the picture, but one doesn't want to look for them, and, any way, they are never visible to the happy crowds of beautiful children who swarm like little flies everywhere. France is called a decaying nation, but its decadence is not discernible in its youngest generation. One is surprised to almost never see any other than sturdy, healthy children in France; and either there are more of them there than elsewhere, or they are more in evidence, for there are places where one can hardly walk without stepping on them, and in Paris they have the ideal city in which to live their childhood. On either side of the Champs Elysées there is a wide green



THE BASIN IN THE LUXEMBOURG GARDENS, THE PARADISE OF PARISIAN CHILDREN.

Continued on following page.





TERRIBLE MOUNTAIN SLIDE IN THE CANADIAN NORTHWEST. MAIN STREET OF FRANK, ALBERTA, LOOKING TOWARD THE PART OF THE TOWN CRUSHED BY THE FALL OF MILLIONS OF TONS OF ROCK FROM TURTLE MOUNTAIN, WITH A LOSS OF NEARLY SIXTY LIVES AND \$1,500,000 WORTH OF PROPERTY.—*Case.*



MASSACHUSETTS HONORS HER FAMOUS SOLDIER SON—EQUESTRIAN STATUE OF THE LATE GENERAL JOSEPH HOOKER, THE EMINENT CIVIL-WAR COMMANDER, RECENTLY UNVEILED ON THE STATE-HOUSE GROUNDS AT BOSTON.  
*Stebbins*

### A National Peril.

*Continued from page 37*

portion—of our immigration to-day consists of this undesirable element—undesirable because it is often found to be unintelligent, of low vitality, of poor physique, able to perform only the cheapest kind of manual labor, desirous of locating almost exclusively in the cities, and unfitted mentally or morally for good citizenship. It is sufficient for the present purposes to know that at least a considerable number of those coming here, more particularly from eastern and southern Europe and Syria, are people who, although they may be able to earn a living, are not wanted, will be of no benefit to the country, and whose presence, on the contrary, tends to drag down its standards. It is of this undesirable minority alone that I am speaking.

"That it should exist is only natural, in view of the poverty of parts of the old world and of the efforts made abroad to stir up immigration. Specific evidence of its existence results not only from observation at Ellis Island, but from the fact that large numbers of these people are almost destitute at the time of their arrival, have since found it impossible to earn a living in this country, have become public charges, and are eventually deported. The Outdoor Poor Department of the city of New York cites over 2,500 of such instances as having occurred during the twelve months preceding June, 1902, and the large number of aliens and children recently arrived who are receiving charitable support in our almshouses affords further

proof of my contention. Finally, since August 1st last, over 600 aliens who have arrived within twelve months have signified their inability to earn a living, and requested assistance or deportation."

To keep the volume of immigration as low as possible, Commissioner Williams is rigidly enforcing the present laws. Not long ago at Ellis Island I saw, in charge of two officers, ten Greek boys who were crying. The youngest of the ten was about fifteen, the eldest about eighteen, but all of them were sobbing bitterly. I learned that they were to be deported, and it was the thought of returning to their homes after the long journey to the "promised land" that was giving them sorrow. They were refused admission under the contract-labor law, because they had made arrangements through correspondence to go to work in New York as bootblacks for one employer. Yet by the most strict enforcement of the immigrant laws only 300 to 500 of those at America's gates each month are refused admission, while 75,000 to 100,000 enter. Commissioner Williams urges restrictive legislation.

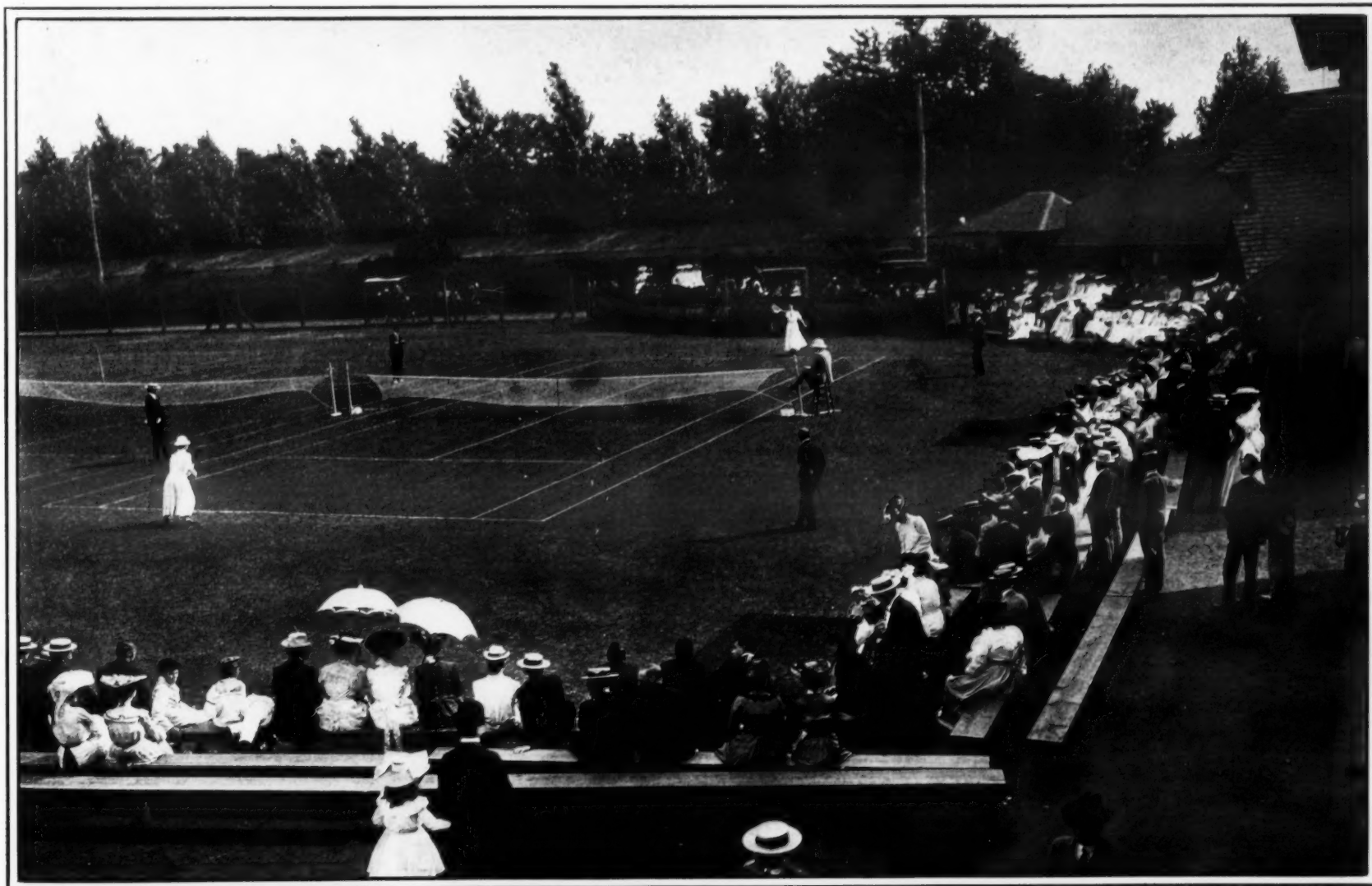
"I am of the opinion," he says, "that before long the necessity will be realized of enacting a law the effect of which will be to exclude all persons who are not physically vigorous, and whose presence will tend to lower our standard of living or civilization. This will enable the government, without legislative discrimination against any nationality, to meet the situation arising upon the approach of a period of industrial depression, or when a stream of undesirable

immigration sets in from particular sections of Europe, the certain effect of which, if unchecked, will be to dilute and debase the elements which in the past have made this country great."

### A Children's Paradise.

*Continued from preceding page.*

Carousel so perfectly tamed that they know their individual names, and will come and perch on his shoulders and head and hands, and gather about to eat crumbs off the ground, like so many ducks or chickens. Besides, all these beautiful places, which are full of statues and flowers and fountains and glowing green grass that you may get on just as much as ever you like, there is the Jardin des Plantes, which would be called the zoological garden if it were not a botanical garden as well, and where there are so many children that it should be called the "Jardin des Enfants." It is not as large as the great Zoological Gardens in London, and, to one who likes the soft lines of English gardening, not half so pretty, but it is pretty and big enough, containing as it does over seventy-five acres, and its advantage lies in the fact that it is in the heart of a district which needs a breathing-place; and the children of that densely populated quarter on the left bank of the Seine may wander at will through its labyrinth of animal houses and plants and get completely out of the noise and heat of Paris—and that in midsummer is something greatly to be desired.



WOMEN'S NATIONAL TENNIS CHAMPIONSHIP TOURNAMENT.

MISS ELIZABETH MOORE, OF NEW YORK (IN BACKGROUND OF COURT), WINNING FIRST HONORS IN THE FINAL BY DEFEATING MISS MARION JONES, THE FORMER CHAMPION (IN FOREGROUND OF COURT).  
*Pierce & Jones.*



## Jasper's Hints to Money-makers

[NOTICE.—This department is intended for the information of the regular readers of LESLIE'S WEEKLY. No charge is made for answering questions, and all communications are treated confidentially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests. Subscribers to LESLIE'S WEEKLY at the home office, at regular subscription rates, namely, \$4 per annum, are placed on a preferred list, entitling them to the early delivery of the papers, and in emergencies, to answers by mail or telegraph. Address "Jasper," LESLIE'S WEEKLY, 225 Fourth Avenue, New York.]

I ADVISE my readers not to be in too great a hurry to buy railroad stocks and bonds, excepting those of the highest investment quality. It is true that shares look much cheaper than they were six months or a year ago, and they are, but they were enormously boomed at that time and the inflation must be met by a corresponding degree of liquidation, which the market has not yet had, and probably will not have until some over-

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whelming event brings about a crisis, if not a panic. I have said that Wall Street has been on the edge of a panic several times of late. The best proof of this statement is given by Mr. Schwab himself in his explanation of the extraordinary manner in which the United States Ship-building trust was exploited. One of the trust companies in New York was said to be behind the promoter of this shipping trust, but tight money crippled the trust company and a syndicate had to be called in to save it, and, incidentally, to save the shipping trust also.

Mr. Schwab, in his statement, makes the admission that while he was in Europe the situation in Wall Street was so serious that he was cabled advices regarding it, and that he thereupon joined with others in getting up a syndicate "to assist the general financial situation then endangered by a possible collapse of the Trust Company of the Republic." These are Mr. Schwab's own words. The syndicate succeeded in temporarily relieving the monetary situation, but the market was only tided over one rough spot. It has had lots of others since, and there are plenty of rough places still ahead. It has not added to the confidence of the public in our financial leaders to read the disclosures of Mr. Schwab regarding the manner in which the United States Ship-building Company was financed. Mr. Morgan's interest in the Steel Trust appeared not to be too great to prevent him from joining in an operation which would put the Bethlehem Steel Company into the shipping trust instead of the Steel Trust.

Schwab's plan was to unload the Bethlehem Steel Company at a good round profit on the new shipping trust, but when he took up the matter with J. P. Morgan & Co., he says they insisted upon having twenty-five per cent. of the stock bonus which was to be paid to Mr. Schwab. As Morgan & Co. had acquired the Bethlehem Steel Company for the original steel corporation syndicate, it was in the market and apparently offered to any one who would give the biggest rake-off to the inside promoters, including Schwab and Morgan & Co. The original purpose, it is said, was to unload it on the Steel Trust, but that was too overburdened to stand it. The only trouble with Schwab was that he wanted so much that when the watering operation was completed, and when he received for the \$7,000,000 he put into the Bethlehem Steel stock over \$30,000,000 in securities made to order, he found there were no customers to buy them. Then the ship trust found that its earnings were not what were anticipated, that it needed ready money, and speedily it confronted a receivership.

This interesting narrative discloses how a few men in Wall Street have acquired enormous riches during the recent boom period, and no one will be sorry to hear that several of them, now that nobody will buy their stocks, are worth a good many less millions than they thought they were. Incidentally the transactions exposed by Mr. Schwab reveal what every one has known about the Steel Trust corporation, namely, that the latter was not organized by public benefactors for the public's benefit, but rather, if not solely, to feather the nest of those who put the gigantic combination together. Does any one believe that these insiders are still large holders of Steel stocks, and especially of the common? If so, the fools are not all dead yet.

The recent abortive boom, started with prodigious effort and at no little expense, by the leaders of the bulls, on a ridiculous interview with Lord Rothschild, and the latter's statement that he had bought a few hundred shares of American stocks, led to the conclusion, on the part of a good many superficial observers, that the turn had come in the market. But within forty-eight hours the market was as rocky as it had been at any time. The difficulty with the situation is that money is urgently needed. The banks and trust companies are looking for it east and west, north and south, and on both sides of the Atlantic. A valued correspondent writes me from a little town in New England the information that an old banking house in New York City has been applying to local banks in his section for large loans for eight months at six per cent. inter-



BEAUTIFUL PAGENSTECHER VASE, FOR WHICH GERMAN SINGERS WILL COMPETE.

as a prize to the men's singing societies of Germany, to be competed for at a "Meistersinger" contest to be held in Frankfurt-am-Main this month. Emperor William II. originated the contest and gave the principal prize. The Pagenstecher silver vase, which is an excellent example of American silversmithing, is one of the most notable of the other prizes. The body of the vase is carried by dolphins over foaming and curling waves, signifying that it has come from

## American Prize for German Singers.

AN instance of the close relations of Germany and this country is found in the fact that Mr. Albrecht Pagenstecher, of New York, has offered a massive and beautiful sterling-silver vase, sixteen and a half inches high, made by Tiffany & Co.,



OBVERSE OF THE PAGENSTECHER VASE, THE FRANKFURT MEISTERSINGER CONTEST PRIZE.

across the sea. Indian ornaments and trappings and the stars and stripes entwined about the handles symbolize its place of origin, the United States. The palms and lyres at the base and the border of birds and laurel leaves which encircles the top indicate its special object. Among the artistic features of the vase are beautifully wrought bas-reliefs of the heads of Emperor William II. and President Roosevelt; also the head of Prince Henry. The bas-reliefs are surrounded by the respective insignias of office—the crown, the President's flag, and the tied rods. Under the Emperor's head is the motto, which he chose for these festivals, "Im Liede Stark, Deutsch bis im Mark" ("Strong in song, German to the marrow").

est on choice collateral. Dispatches from the West tell of the movement of funds toward New York. So urgent is the demand for credit abroad that interest rates are being raised against us. The New York banks with a minimum of reserve and a maximum of loans, are determined to take in their hay before the storm breaks.

Long ago I predicted that the market would begin to decline when the banks found it necessary to call in loans. That is precisely what they are doing. The trust companies have stood in the breach to some extent, but they are having their hands full, too. Does any one suppose that Morgan's international marine trust would permit its securities to be kicked about on Wall Street at prevailing prices if funds were available to protect them? Not long ago railroads found it easy to raise money by the sale of bonds. It is the impression that some great speculators, who secured control of good railroad properties and largely advanced the price of the shares, on reports of heavily increased earnings, were enabled to make a good showing by utilizing the proceeds of bond sales for maintenance. The Atchison was a liberal seller of its bonds, and at the same time was cutting down the cost of maintenance to an extraordinary figure. Now it is finding it difficult to float new issues, and is obliged to utilize its surplus earnings in the regular channels. In consequence, the earnings are beginning to show a decrease, and talk is already heard of the possibility of a reduction of the dividend on the common shares. How many other railroads are suffering in like manner? Watch the earnings from this time on and see.

Is it helpful to the business outlook to have the anthracite miners discussing the propriety of starting another strike, and to find one of the leading officers of the miners' union declaring in public to his associates that "I can

see a six months' strike on every one of your faces to get what we are entitled to"? Have my readers observed the marked decrease in the balance of trade which has been so long in our favor? Have they noticed that for the twelve months ended June 1st the excess of exports over imports shrunk about \$100,000,000 as compared with the figures of the preceding year, and nearly \$300,000,000 as compared with 1901? Does the demoralization of passenger rates in the West, the most serious known in many years, look like a good sign? Does the threatened partial closing of such a great plant as the John A. Roebling Sons' Company, at Trenton, N. J., employing 5,000 men, mean anything? Do the passage of the semi-annual dividend of the New England Cotton Yard Company and the difficulties in which a number of other industrials have recently been involved signify a prosperous outlook for business? I fear not.

"D." Brockton, Mass.: Thank you for the information.

"P." New Bedford, Mass.: I only know what promoters of the enterprise say regarding it.

"P. D. C." Poughkeepsie: On a sharp break you had better even up. The margin looks all right.

"G. F." Hoboken, N. J.: I do not see how a solvent concern can be put in the hands of a receiver.

"C." Unionville, O.: I can obtain no information regarding the property and no quotation on the stock.

"J. E. S." New York: You are on my preferred list for three months. I can only advise in answer to inquiries.

"G. W. H." Cleveland: The condition of the Ship-building industry does not make any of the stocks of that character look especially attractive.

"Franklin," N. H.: If you will send me the names of the stocks I will endeavor to ascertain whether quotations are to be had on the California exchange.

"S. St." New York: While there is no prospect of dividends on Ontario and Western, it ought to profit by the excellence of the coal business this summer.

"N. B. B." Albany: Consolidated Gas and People's Gas look comparatively cheap. The greatest fear is of adverse legislation, and the growing desire for municipal ownership.

"C. C. A." Portland, Me.: The Toledo St. Louis and Western has been notably strong during the recent decline. It is a snug little property, whose fate, I believe, is to fall into the hands of the Vanderbilts. It would not be difficult for them to divert sufficient traffic to this line to make both the common and preferred dividend-payers.

Continued on following page.

# The Idle Hour

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antee to refund your money if you do not  
find the investment as represented.**I will also do this:** If you  
and your friends invest a certain amount,  
I will send you to see the property in full  
operation, making money for you. The  
expenses will be mine.Send me your name **now.** I will  
do the rest.**F. WALLACE WHITE,**

G-609 Williamson Bldg., Cleveland, Ohio.

**Jasper's Hints to Money-makers.**

Continued from preceding page.

"Excelsior Springs," Mo.: 1. No. 2. Change  
made."Mexico": If the earnings of the coal roads con-  
tinue on the same scale as at present, you ought to  
escape a loss on your Ontario and Western, but I  
would not wait for much of a profit."Reader," Brewster, N. Y.: 1. Baltimore and  
Ohio, on its earnings and improved condition, prom-  
ises better than Union Pacific common at present.  
The safer, of course, is the preferred."R. W. L.," Cleveland: 1. No rating. 2. Pacific  
Mail would be benefited if subsidy legislation were  
passed. The stock has had a heavy decline and it  
might be better to wait a little longer."B. C.," Baraboo, Wis.: You are on my preferred  
subscription list for six months. The statement of  
Corn Products was not definite enough to enable  
me to answer. There is little choice at present."K. Y. Z.," Buffalo: You are on my preferred sub-  
scription list for six months. The proposed Gould  
combination, it is said, will deal handsomely with  
Texas Pacific. It would be better, if the market has  
a break, to even up; but be patient."H. V. B.," New York: The gilt-edged dividend-  
payers include such stocks of established value as  
St. Paul and Northwest preferred, Union Pacific  
preferred, Delaware and Hudson, Delaware and  
Lackawanna, and others of that class."C. C.," Dubuque, Ia.: You are on my preferred  
subscription list for three months longer. I would  
not sacrifice my Can common or Ice common at pre-  
vailing low prices. They have had a severe shrink-  
age, perhaps more severe than any other industrial,  
and both concerns, according to the best figures ob-  
tainable, are solvent."J. S.," Brooklyn: 1. As I have said very often,  
Leather common is a prime favorite for speculation  
at intervals. It has little intrinsic value, but seems  
to respond readily to manipulation. 2. I do not be-  
lieve that United States Steel common can continue  
to pay its dividends at the present rates, in case of  
general business depression."J. P. R.," Pennsylvania: 1. All the bonds you  
speak of have merit, and they are not unreasonable.  
2. The New York Stock Exchange is the old original  
body of its character. 3. The prices of seats vary.  
In dull times they are lower, and in high times more  
in demand and higher. Write to the secretary of  
the exchange for the latest quotation."R. T. A.," Brooklyn: It is impossible to say  
whether United States Steel common or Corn Pro-  
ducts common is the better purchase. Neither makes  
entirely satisfactory reports of its earnings. Both  
largely represent water, and both are purely specu-  
lative. You should be a subscriber at the home  
office to be entitled to a place on my preferred list."W.," Bridgehampton, L. I.: 1. Questions are an-  
swered as soon as possible. Remember that yours  
is but one of hundreds of inquiries, some of them  
requiring much time to answer. 2. No; ought to be  
more prompt. 3. A paper with the large edition of  
LESLIE'S WEEKLY requires time to publish. The  
printing must be of a high class, and cannot be  
hastened, in justice to the illustrations. Note the  
date at the end of my article. 4. No. 5. No."S.," New York: 1. Will investigate. 2. I would  
not sacrifice my American Ice. The condition of  
the property, so far as the stockholders' committee  
has been able to investigate, does not warrant talk  
about the appointment of a receiver. Its earnings  
are large and growing, and the value of its prop-  
erties is undisputed. I understand that the stock-  
holders' committee is only waiting for an oppor-  
tunity to examine the books in order to make a re-  
port."Gordon," New York: 1. August 27th. 2. The  
manner in which the Rock Island securities were  
juggled with makes every one afraid to buy even  
the junior bonds. There are so many classes of  
bonds that I cannot differentiate. 3. Missouri  
Pacific looks better than Louisville and Nashville  
on the reported earnings and prospects at pres-  
ent. 4. On bad breaks in the market, dividend-pay-  
ers are a purchase. Toledo St. Louis and Western  
has merit also from the speculative standpoint."Y.," Portland, Me.: 1. Investment possibilities in  
California are pictured and described in a very  
handsome illustrated booklet of the Cuyamaca  
Ranch and Mining Company, just published by the  
California Trust Company, 92 State Street, Boston,  
Mass., a copy of which will be sent you without  
charge, if you will mention LESLIE'S WEEKLY, and  
enclose a five-cent stamp for postage. 2. W. E.  
Woodend & Co., Alfred Lamar, and Jacob Berry, are  
members of the Consolidated Exchange with a good  
rating."A. C. S.," Canon City, Col.: 1. The annual meet-  
ing of the Colorado Fuel is held the third Wednes-  
day in August. You no doubt have noticed the re-  
cent changes in the directorate which put the Gould-  
Rockefeller interests in control. The company is  
said to need additional capital, and they may, there-  
fore, issue more bonds, which will not be helpful  
to the stock. 2. I see no reason to expect a bull  
movement this summer in Erie, Wabash, and Steel  
common, unless the long-talked-of merger of the**A Book for Investors.**

THE 1903 edition of Moody's "Manual of Corporation Securities" has just been issued by the Moody Publishing Company, 35 Nassau Street, New York. The new volume contains over 3,400 pages, and fully sustains its claim to be the standard authority on the corporations of the United States. There are about 11,000 different enterprises embraced in the statistics covered by this volume. Each corporation is fully described as to property owned and controlled, capitalization and bonded debt, dividends paid, financial condition and earnings, officers, managers and directors, addresses, etc. The Manual is the only publication in the United States which covers the entire field of corporation investments in this thorough manner. It is the only book issued which gives financial information in anything like complete shape regarding telephone and telegraph companies; and in its section on banks and trust companies of the United States it furnishes figures showing the rates of dividends paid of each institution, as well as many other facts regarding financial institutions, which are nowhere else obtainable. Features of great value in the new edition are the complete statistics regarding the municipal water-works plants of the United States, and also the municipal gas and electric lighting plants. In the back of the book is furnished an authoritative and accurate list of industrial combina-

Erie with the Hill system, and of the Wabash with the Gould combination, should be put through. Steel common is not growing in favor.

"Inquisitive," St. Louis: You are on my preferred subscription list for one year. 1. I would wait for a break in prices, and have ready money to do business. 2. While Southern Railway common was advanced altogether too high during the boom, we have promise that the Morgan interests will do something to advantage the property. 3. American Car and Foundry is heavily over-capitalized, and does not begin to charge off what it should for depreciation. Railroads are cutting corners all around, and this means less business for the Car and Foundry concern. 4. I would have a good margin on all cheap speculative stocks in a market subject to such fluctuations and uncertainties as this. 5. Yes.

"Copper," Hartford: Much mystery attaches to the operations of those who are controlling, or seek to control, the copper situation. A vigorous effort to maintain the price of copper at home and abroad has been making of late. An effort was also inaugurated to sustain the price of the leading Copper shares in London and New York. One leading operator, a Steel Trust magnate was so badly crippled by the recent decline in the stock market, that it is said that he had to have help abroad from a syndicate organized for his relief. The demand for copper is less than was anticipated, and unless the demand increases the price of the metal must fall, in spite of the efforts of the combination. A break in copper would mean, therefore, a break in Copper shares.

"S.," Hagerstown, Md.: 1. No matter what may be given out, regarding the new schedule of steel and iron prices for 1904, there is no longer doubt that the boom in the business is subsiding. It is said that the Steel Trust has made a big reduction in the price of steel bars for export, in the hope of getting a larger foreign market even at much lower prices than the domestic schedule. All iron authorities agree that the situation is getting worse. The constant dropping in the price of pig iron, the closing of furnaces, and the shortened time in many iron factories are significant. 2. The revelation in the Metropolitan Street Railway suit that there was a deficit of over \$30,000 in 1901 and a quarter of a million in 1902, exclusive of interest and tax charges unpaid of nearly a million dollars, was not well received by investors, nor was the statement that a million and a half dollars were paid to bankers and trust companies for financing the company when it got into bad shape.

"W.," Duluth: 1. All the independent lines, like Wisconsin Central, Chicago Great Western, and Toledo St. Louis and Western, can cause a great deal of trouble to their big competitors by making cuts in freight and passenger rates, or by lowering their time schedules. The easiest way to get rid of these little competitors is by their absorption or purchase. This process has been carried on in the past quite successfully, and has led in many instances to very profitable inside deals; but with the money market in its present condition, the great railroad systems are not taking on new burdens. Hence the halt in dealings in these cheaper speculative stocks. 2. The drop in Colorado Fuel and Iron, it is understood, was caused by the fact that financial interests in New York failed to meet certain heavy payments when they fell due, not because they could not meet them, but because they would not until they were given control of the company. It will be remembered that the American Ice Company traced the beginning of its trouble to the fact that it was difficult to obtain money to meet obligations as they fell due. Such things are not bank secrets long. They get out, and when the credit of a concern is injured, its stock naturally suffers. During the conflict over the control of the Colorado Fuel and Iron Company I advised my readers to keep out of a lawsuit.

"T. J. B.," New York: 1. The talk of 130 for St. Paul was common rumor in bear circles lately. Nothing appears to justify it at present. 2. When the dividend on Atchison common was resumed I know that at least one of the directors opposed its payment. Whether the road has disposed of its surplus bonds in London or not, it is impossible to say. There is altogether too much speculation in the management. 3. I have no doubt that many buying orders for Amalgamated by insiders were executed around 50, and that the recent declining tendency in copper, because of the slackening of business, has led to an expectation that it may go still lower. Some of those who bought around 50 have therefore taken their profit and are talking of getting the stock back ten points lower. 4. I have no doubt that Morgan and other leaders in the market would like to take advantage of the low rates for call money to inaugurate a temporary boom, to enable them to unload their undigested securities. It is no secret that attempts in this direction have been made, but only resulted in loading up the leaders with heavier burdens. The industrial condition and the crop condition do not warrant higher prices, and the ease in the money market is only temporary. 5. There is so much risk attending short sales, as was illustrated by the phenomenal jump in Northern Pacific at the time of the corner, that only a daring speculator, and one close to the market, ought to take it. Thank you for your information.

(Continued on following page.)

**Special Prizes for Amateur Photographs.**

ATTENTION is called to two special pictorial contests in which our readers may engage. A prize of \$10 will be given for the most attractive Thanksgiving Day picture furnished us, and a prize of \$10 for the picture which represents with greatest success the spirit of Christmas time. These contests are attractive and should call out many competitors.

LESLIE'S WEEKLY was the first publication in the United States to offer prizes for the best work of amateur photographers. We offer a prize of \$5 for the best amateur photograph received by us in each weekly contest, the competition to be based on the originality of the subject and the perfection of the photograph. Preference will be given to unique and original work and to that which bears a special relation to news events. We invite all amateurs to enter this contest. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with a request for their return. All photographs entered in the contest and not prize-winners will be subject to our use unless otherwise directed, and \$1 will be paid for each photograph we may use. No copyrighted photographs will be received, nor such as have been published or offered elsewhere. Many photographs are received, and those accepted will be utilized as soon as possible. Contestants should be patient. No writing except the name and address of the sender should appear on the back of the photograph except when letter postage is paid, and in every instance care must be taken to use the proper amount of postage. Photographs must be entered by the makers. Silver paper with a glossy finish should be used when possible. Matted surface paper is not suitable for reproduction. Photographs entered are not always used. They are subject to return if they are ultimately found unavailable in making up the photographic contest. Preference is always given to pictures of recent current events of importance, for the news feature is one of the chief elements in selecting the prize-winners. The contest is open to all readers of LESLIE'S WEEKLY, whether subscribers or not.

N. B.—All communications should be specifically addressed to "Leslie's Weekly, 225 Fourth Avenue, New York." When the address is not fully given, communications sometimes go to "Leslie's Magazine" or other publications having no connection with LESLIE'S WEEKLY.





## Jasper's Hints to Money-makers.

Continued from preceding page.

"N." Trenton, N. J.: Direction noticed.  
 "J. R." New York: I can find no trace of them.  
 "T." Mingo Junction, O.: I would not be in a hurry to buy, and certainly would not advise the purchase of United States Steel.

"Hancock": At present Illinois Central shares would look the better of the three, but the seven per cent. guaranteed Manhattan Elevated stock is better than either of those you mention.

"J." Wheeling, W. Va.: Four dollars received. You are on my preferred subscription list for one year. You are entitled to answers to your inquiries. Kindly indicate in each inquiry your pseudonym.

"D." Lebanon, Penn.: 1. They are obviously speculative. 2. I know nothing about them excepting that they seem to be doing a large business. 3. Spencer Trask & Co., William and Pine Streets, are members of the New York Stock Exchange.

"E." Milwaukee: 1. The best thing a man can do who has a couple of hundred dollars "that he cannot afford to lose" is to put the money in a savings bank and keep it there. 2. No. You should be on my preferred list to be entitled to answers in this department.

"K." Hammond, Ind.: Linseed common represents nothing but water, and is one of the cheap industrial products particularly in high favor, excepting for a speculative turn now and then. My opinion of Amalgamated Copper has been frequently expressed. Note weekly comments.

"K." Santa Fe: The only charge for a place on my preferred list is that involved in a subscription at full rates, at the home office, for LESLIE'S WEEKLY. Four dollars pays for a year's subscription, and two dollars for six months. 1. I agree with you in reference to the bunco methods of what you denominate the "Cossair financiers." I agree with you, too, that any man who buys Steel common, expecting to get his money back out of the dividends, is a fool. How to get at these bunco fellows is another question.

"S." Newark, N. J.: 1. Rumors have been circulating that Morgan is trying to formulate a plan to reduce the tremendous capital stock of the Steel Trust. He begins to realize that it is too unwieldy to handle. He probably will include in this plan a scheme to "trustee" the shares for a number of years, so that he can control it without owning control of the stock. This scheme has worked very well with a number of railroad properties, but I fear the game is played out. 2. I had rather have Manhattan Elevated than Pennsylvania Railroad stock.

"D. E. H." Cincinnati: 1. Those who are close to Morgan and Hill interests have long been advising the purchase of Erie and intimating that it would become the eastern outlet of a very important trans-continental system. Erie is enormously over-capitalized, and until the public shows a greater disposition to buy stocks it will be difficult to put it up as Reading was put up under like circumstances by those who took advantage of the rise to sell out. I would not be in a hurry to get into this market. 2. What the so-called American Finance and Mortgage Company may say about stocks is not of the slightest consequence.

New York, July 2d, 1903.

JASPER.

## Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be enclosed, as a personal reply is sometimes deemed advisable. Address "Hermit," LESLIE'S WEEKLY, 225 Fourth Avenue, New York.]

MUCH HAS been said and written during the past two or three years concerning the wonderful material advancement and prosperity of the American people, and comparisons are frequently made to show how much greater our progress has been in these respects than that of any other nation in the world. The most satisfying and conclusive figures we have seen bearing on this point are those showing the growth of the life-insurance business in the United States during the past decade as compared with the rate of growth in Great Britain, the country standing next to us in the scale. According to the English government returns recently issued the total annual premiums paid in during the present year in life insurance will be \$160,345,000, or \$3.66 per capita for the population of the United Kingdom, whereas ten years ago the per capita rate was \$2.64. The returns for twenty years show an increase in the amount of insurance of 217 per cent. Turning to the figures for the United States for the same period of twenty years, we find a growth of 435 per cent. The average sum insured by companies conducting an ordinary business is \$1,685 per policy in England and \$2,150 in the United States. The average amount insured by industrial companies in England is \$47 per policy and in the United States \$133. The total sum insured, according to the figures available, is \$104 per capita in England and \$123 in the United States. As a criterion of progress and prosperity nothing could be more gratifying than these figures, and they are worth more for these purposes than whole volumes of glittering generalities on the subject.

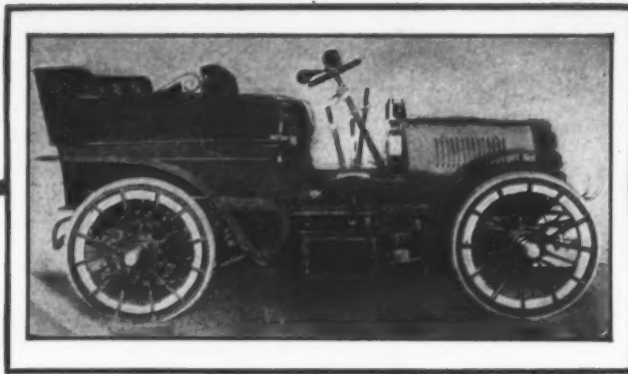
"M." Kewanee, Ill.: 1. The Mutual Life of New York. 2. It is impossible to say. Figures differ from year to year. Yes, the New York Life is certainly as good as any.

"Back Bay." Boston: I would take a straight life policy in one of the strongest and best of the old-line companies; in other words, the lowest-priced policy that you can get for your money, as your means are limited.

"Ignorance." Frederick, Md.: The proposition of the Mutual Life is entirely honest, and the company will do whatever it guarantees to perform. It takes the chances of life and death just as you do. All the great insurance companies base their figures on tables of expectation of human life, and they make their money by averaging gains and losses.

"Rix." Oakland: Any company that undertakes to make life insurance easier to get for the weak, disabled, and unfit, and cheapens it, is one to be avoided. The companies that are growing stricter in their requirements are obviously the safe ones. Cheap life insurance is always to be avoided, for cheapness must be at the expense of security.

The Hermit.



## AN ENTERPRISE OF MERIT

LIMITED NUMBER OF SHARES OF THE CAPITAL STOCK  
NOW OFFERED INVESTORS IN

## The Conestoga Automobile and Wheel Co.

LANCASTER, PA.

CAPITAL, \$500,000. Divided into 50,000 shares, full paid and non-assessable, par value \$10.00.

AT \$9.00 PER SHARE EACH.

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H. L. RAUB,  
PAUL HEINE,Vice Pres. and Treas. American Bicycle Co., N. Y.  
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Secy. Sprenger Brewing Co., Lancaster, Pa.SAM'L GARDENHIRE, Gardenhire & Jelmore, 49 Wall St., N. Y.  
A. E. MARTINSEN, New York.  
E. M. KELLER, Paterson, N. J.

## REGISTRARS OF STOCK,

NORTHERN TRUST AND SAVINGS COMPANY, LANCASTER, PA.

You can obtain a limited number of shares in this Company at \$9.00 a share. This is the first and only opportunity conservative investors have to secure this choice security below par. Its shares are sold for the purpose of increasing the working capital of the Company. The Company has an **absolute monopoly** on an **essential part** of every Automobile hereafter to be built—a monopoly which is necessary to the Automobile trade and its entire future. The wheels to be manufactured are absolutely puncture proof, faster and more resilient than any others extant. This wheel cannot be beaten. Its features are safety to automobiling and durability. On account of its smaller cost to the consumer and its all-around superiority it recommends itself to Automobile owners and manufacturers everywhere. All patents are fully protected and guaranteed. Demands for it are growing daily and capital is needed to manufacture this "20th Century Wonder" to supply the demand. Contracts are assured this Company and others are ready to close when we can guarantee to fill orders. We anticipate an output of 50 sets (20 wheels) a day at an enormous profit.

## WHY NOT SHARE IN THESE EARNINGS?

We can without hesitation say that 25 per cent. in dividends would be a conservative estimate of what this Company should pay as soon as the plant is ready to fill orders. Some of Pennsylvania's well-known and successful business men are stockholders in this enterprise, whose names we would be glad to furnish.

## THIS OFFERING FOR A SHORT TIME ONLY.

Investors should send their subscriptions as soon as possible, as this small block will soon be oversubscribed. We will honor all reservations of those who would prefer before finally ordering to consult a prospectus for a short time sufficient to enable them to obtain further information and decide. We reserve the right to reject or apportion subscriptions received too late to participate in this offer. Make remittances for stock to the Northern Trust and Savings Company, Lancaster, Pa. All communications should be addressed to

THE CONESTOGA AUTOMOBILE AND WHEEL CO.  
WOOLWORTH BUILDING, LANCASTER, PA.

**Fruit for Beauty—Shredded Wheat**  
for Strength.

**SHREDDED WHEAT BISCUIT**

A FEAST for THE EYE, THE PALATE and THE REASON:

FOR THE EYE because it lends itself to attractive forms.  
 FOR THE PALATE because of the great variety of appetizing dishes that can be prepared with it.  
 FOR THE REASON because with it the brain, bone and the whole human organism symmetrically developed by it. This is true because every element of the body has an exact food counterpart in Shredded Whole Wheat Biscuit, even the proportions being the same.

Will you please your senses and show your SENSE by using SHREDDED WHOLE WHEAT BISCUIT, the most porous and therefore the most digestible of foods. Sold by all grocers. Send for the "Vital Question" (cook book) FREE.

THE NATURAL FOOD CO.,  
NIAGARA FALLS, N. Y.

**A HYDRAULIC FIRE ESCAPE**  
Patented 1903.

**LIFE SAVER**

Have one at every office, dwelling, and bedroom. Always ready. Place the short end of the rope around your body and the escape will lower you safely. After landing the first person on the ground, the other end of the rope is ready for the next person at once, without any rewinding or changing anything.

**PRICE, \$10.00**  
With 6 feet of Rope  
Any length of rope at cost price.

**AGENTS WANTED**  
RICHARD TOENNES  
P. O. Box 344  
BOONVILLE, MO.

**Two Costly Jokes.**

A DOCTOR has two favorite jokes: Number one, tells patient to try a different climate; number two, tells patient to quit thinking about his ailment; price of either joke, two dollars.

Thousands suffer from a short, hacking Cough who might be cured by Piso's Cure.

## The Dangers of Drink.

"You say that drink was the cause of your downfall," said the kind-hearted visitor at the jail.

"Yes," answered Meandering Mike. "I met a gentleman dat was too intoxicated to take care of his money. An' de temptation was too great."

Our sales are enormous and continually on the increase: Cook's Imperial Extra Dry Champagne. It is the best on the market.

The tone of the Sohmer Piano is particularly distinguished on account of its volume and purity, its richness and singing quality, and its sympathetic character throughout the entire scale.

RICHELIEU AND ONTARIO  
NAVIGATION COMPANY

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The Unrivalled Scenic Trip of the  
American Continent

Palatial Steamers leave TORONTO for ROCHESTER, KINGSTON, CLAYTON, ALEXANDRIA BAY, thence through the PICTURESQUE THOUSAND ISLANDS (America's Venice) and the exciting descent of all the rapids of the ST. LAWRENCE to MONTREAL, where connection may be made with steamer for QUEBEC, MURRAY BAY, TADOUSSAC and RIVIERE DU LOUP, and points on the world's famous SAGUENAY RIVER (the scenery of this river is unequalled for wild grandeur and variety).

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THOS. HENRY, Traffic Manager

MONTREAL, CANADA

Mention Leslie's Weekly

LADIES You can depend upon my remedy. Try it. Box Free. Dr. May, Box 99, Bloomington, Ill.

## Still Married.

"ARE you married yet, old chap?"  
 "Yet? Of course I am. Did you think I had been getting a divorce?"

## OFFICIAL LEGAL NOTICE.

ATTENTION IS CALLED TO THE ADVERTISEMENT in the CITY RECORD of June 22 to July 6, 1903, of the confirmation by the Board of Assessors and the entering in the Bureau for the Collection of Assessments and Arrears, of assessment for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN.

TWENTY-SECOND WARD, SECTION 4. WEST SIXTY-SIXTH STREET—PAVING, from 11th Avenue to the tracks of the New York Central & Hudson River Railroad Company.  
 EDWARD M. GROUT, Comptroller.  
 City of New York, June 19, 1903.





NOT MUCH CHANCE.

DORA (to herself) "I am afraid I'll meet the fellow I was engaged to last year; but then, I don't think he'll know me—I was a blonde then."

Established 1823.

**WILSON  
WHISKEY.**

**That's All!**

THE WILSON DISTILLING CO.  
Baltimore, Md.

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LIST OF THE HIGHEST  
GRADE PIANOS

**SOHMER  
PIANOS**

Sohmer Building, Only salesroom  
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FOR MEN OF BRAINS  
**Cortez CIGARS**  
-MADE AT KEY WEST-

Improved  
**BOSTON  
GARTER**

THE STANDARD  
FOR GENTLEMEN  
ALWAYS EASY

The Name "BOSTON  
GARTER" is stamped on  
every loop—

The  
**Velvet Grip**  
CUSHION  
BUTTON  
CLASP

Lies flat to the leg—never  
Slips, Tears nor Unfastens  
ample pair, Silk 50c., Cotton  
25c. Mailed on receipt of price.

GEO. FROST CO., Makers,  
Boston, Mass., U.S.A.

THE "VELVET GRIP" PATENT HAS BEEN  
SUSTAINED BY THE U. S. CIRCUIT COURT

Nineteenth Year—1884-1903  
**American Academy of Dramatic Arts  
and Empire Theatre School**

FRANKLIN H. SARGENT - President  
A Technical training-school for the stage (chartered as  
private corporation by the Regents of the University of  
the State of New York) in connection with Mr. Charles  
Frohman's New York Theatres and Companies. Apply to  
E. P. STEPHENSON - General Manager  
Carnegie Hall, New York

CHEAP RATES California, Washington, Oregon,  
Colorado. We secure reduced rates  
on household goods of intending settlers to the above States.  
Write for rates. Map of California, FREE.  
Trans-Continental Freight Co., P 325 Dearborn St., Chicago

2000 REVOLUTIONS  
A MINUTE! **FAN \$1.50**

MEASUREMENT 10 INCHES.  
Throws air equal to any  
\$15 electric fan.

RUNS BY WATER  
Can be connected in any  
room or to any engine.

Fed by 1-16 Inch Hole  
Descriptive Circular "H"  
free on request.

AGENTS WANTED  
**DELAWARE RUBBER CO.,**  
631 MARKET STREET, PHILADELPHIA, PA.

**Cool Off  
in Colorado**

If it's hot where you are and you want a  
change of air, if you are tired and overworked  
and need a little outing: go to Colorado. It  
is the one perfect summer spot in America.  
The glory of the mountain scenery, the quiet  
restfulness of the place, the fine fishing,  
hunting, and golf links, the comfortable  
hotels and boarding houses, all go to make  
Colorado the ideal country for seekers after  
health and pleasure.

Send for our "Handbook of Colorado"

A trip to Colorado costs but little. Our  
handbook tells all about the places. Send  
for a copy TO-DAY. No charge. At the  
same time I will mail you a circular telling  
about the very cheap tickets we are selling to  
Colorado. Round trip from Chicago, \$25  
and \$30; from St. Louis, \$21 and \$25, ac-  
cording to the date. It takes but one night on  
the road from either Chicago or St. Louis  
to Denver.

Address P. S. EUSTIS, Passenger Traffic  
Manager, Chicago, Burlington & Quincy  
Ry. Co., 209 Adams Street, Chicago. 47

**It  
Costs  
3/8 of a Cent  
a Mile to travel  
in the  
Oldsmobile**

**The Best Thing on Wheels**

The Oldsmobile is the cheap-  
est reliable automobile in the  
world, as well as the most eco-  
nomical in operation. Its pre-  
mier position has been won by  
inventive genius and is main-  
tained by progressive methods  
of manufacture.

**Price \$650.00**

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civilized countries and agencies  
are established in all the larger  
cities. Write for illustrated book  
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Offices, Detroit, Mich. Factories  
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Michigan.

**The Automobile Is Popular in  
Germany.**

IN NO PART of the European conti-  
nent, except France, has the automo-  
bile, as a means of transportation and as  
an article of manufacture, assumed such im-  
portant and promising proportions as in  
the German fatherland. In a spirit charac-  
teristic of the German people, the horseless  
carriage is not valued among them so  
much for racing contests and speeding ex-  
hibitions as among the French, but is used  
and enjoyed for the more solid and satisfy-  
ing purposes of easy trips and leisurely  
rambles about the country. A German  
automobile club has been organized, made  
up of some seventeen local clubs, two of  
which are located in Berlin and others in  
Strasbourg, Munich, Coblenz, Dresden, Nu-  
rnberg, Breslau, and other cities. A large  
amount of capital is now invested in Ger-  
many in the motor-carriage industry, in-  
cluding the Daimler Company, builders of  
the famous "Mercedes" racing machines,  
the Adler Company, of Frankfurt, nearly  
all these companies being combined in what  
is known as the Union of German Motor-  
Carriage Builders.

It was under the joint auspices of this  
union and the National Automobile Club  
that the latest automobile exposition was  
held, opening in the Flora Garden at Ber-  
lin in March. This was the fourth exposi-  
tion, and by far the finest and most exten-  
sive of all. There were one hundred and  
fifteen exhibits this year, all German. The  
exposition was formally opened by Prince  
Henry, who attracted much attention last  
year by touring the country in a machine  
of American make. Emperor William also  
visited the show, and took a great personal  
interest in examining the various machines  
and scrutinizing everything closely, as is his  
wont. The distinctive feature of the ex-  
position this year was the uniformity with  
which the latest and best work of all the  
great German builders conforms to two or  
three standard types. In other years there  
were several conspicuous novelties, as for  
instance the combined benzine and elec-  
tric motor carriages. Motors were of many  
kind; some were carried forward, some  
behind, others under the centre of the  
vehicle. There was a nearly even number of  
electrical and of gasoline motors, with steam  
as a promising third in the race. This year  
nine-tenths of all the vehicles exhibited had  
hydrocarbon motors, and, excepting two  
American carriages of the "runabout"  
class, the whole display conformed so  
closely to established types that from the  
model alone a visitor could hardly decide  
whether it was made in Berlin, Paris, Lon-  
don, or New York.

**Pears'**

All sorts of people use it,  
all sorts of stores sell the  
famous English complexion  
soap. Established 1789.

Sold all over the world.

**GET "THE MERKEL"**

—the Motor Cycle with  
the Single Lever Con-  
trol. Always speedy but  
never unsafe. Most sim-  
ple machine made. Send  
stamp for illustrated  
catalog.  
**Agents Wanted.**  
The Merkel Mfg. Co.  
Dept. 1, Milwaukee, Wis.



**PHOTOS** Models from Life, Stereoscopes, e.c.  
100 miniatures and 2 cabinets, \$1.  
note. S. RECKNAGEL NACHF.  
Munich, Germany.



**WM BARKER CO. TROY, N.Y.**  
**LINEN  
COLLARS &  
CUFFS  
ARE THE BEST  
BUY THEM.**

**Facts About Bacteria.**

CONDENSED INFORMATION AS TO THEIR NATURE AND  
THE WAYS OF GETTING RID OF THEM.

BACTERIA are jelly-like cells, of microscopical size,  
and of various shapes and species, which produce  
disease. These cells vary in size from one-fiftieth  
of an inch to as small as one-twenty-five-thousandth  
of an inch. Bacteria belong to the vegetable king-  
dom, and multiply with great rapidity; the method  
being by dividing into two equal parts. This divi-  
sion is said to sometimes occur as often as every  
hour. It is only lack of sustenance that prevents  
their assuming enormous proportions. These bac-  
teria exist in almost everything; in the air, in the  
water, in the earth, in our food, on the surface of  
our bodies, in the cavities thereof, in fact, almost  
everywhere.

Perhaps there is no way, or place, that these bac-  
teria may do more constant and daily harm to health  
than upon the surface of the human body. The  
bacteria thrive best, and multiply faster, in dirt,  
and heat and moisture. Almost twenty per cent.  
of the total excretion of the body is through the  
skin. The skin itself is constantly renewed from  
underneath, and the epidermis, or outer skin, is  
constantly being cast off. These two facts, to-  
gether with the inevitable external accumulation,  
supply a fertile field for the bacteria, while the heat  
and moisture are furnished by the body itself.

Unless the skin is persistently and constantly  
cleansed, all kinds of troublesome diseases result.  
This cleansing is largely mechanical. Rubbing, with  
water, produces much of the needed elimination.  
The use of soap makes the cleansing more easy and  
more effective; because soap is a solvent, and  
loosens the accumulations on the skin so that they  
may be more thoroughly removed.

Medication, in soap, is of small value, because the  
progress of the excreta is outward, the work of the  
soap is only to remove the debris, and it is difficult  
to impregnate a stream from mouth to source. The  
remedy, therefore, for such of human ills as come  
from the surface of the body, is soap and water, ap-  
plied with considerable energetic rubbing.

For the purpose of thoroughly removing the ob-  
structions and accumulations from the surface of  
the skin, a pure soap should be employed, because  
such soap is an easy and perfect solvent to dirt. It  
has been found also that the purer the soap the  
stronger its antiseptic properties. By antiseptic  
properties, we mean its power to destroy bacteria.

With good public sanitation and careful personal  
cleanliness, the chances for bacterial disease getting  
a hold upon the individual is materially lessened,  
and serious epidemics made impossible.

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have given Solomon a few pointers."

Askitt—"Come on with the explana-  
tion."

Noit—"When he and his family went  
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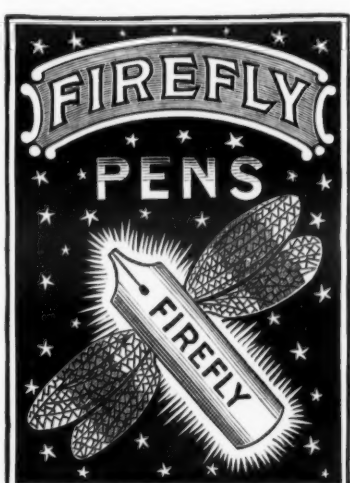
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